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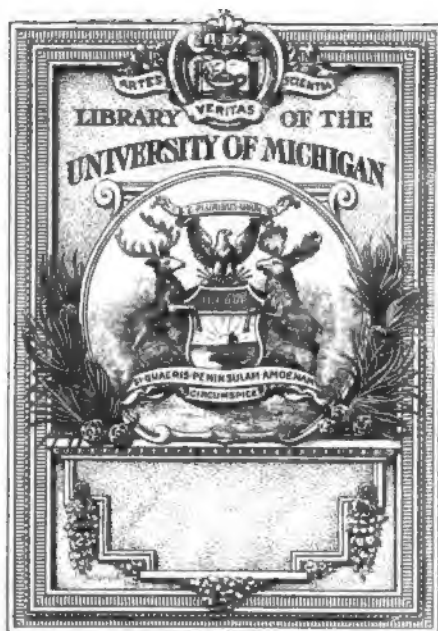
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ACCOUNTS AND PAPERS:

FIFTY-SIX VOLUMES.

— (45.) —

COMMERCIAL REPORTS (ANNUAL).

AFRICA TO DENMARK.

Session

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REPORT ON THE
ISLAND OF PEMBA FOR THE
YEAR 1900.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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NOTE.—The equivalent amounts in sterling mentioned throughout this report are calculated at the current rate of exchange in Pemba, viz.: 16 rs. = 1l.; 17. = 1s. 4d.

Report on the Island of Pemba for the Year 1900

By MR. VICE-CONSUL O'SULLIVAN-BEARE.

(Received at Foreign Office, May 13, 1901.)

The year 1900 was not marked by the occurrence, in Pemba, 1900 not a of any events of special importance, but it was not one of pros- year of perity for the Pemba landowners. The clove crop, which was prosperity gathered only with difficulty, owing to the scarcity of labour, in Pemba. proved to be the scantiest within a period of nine years, while the price realised by the producers was absolutely the lowest on record.

The principal achievements to be credited, during that period, Public works. to the Public Works Department are, firstly, the construction of a Telephone line of telephonic communication between Chaki Chaki and Weti, between Chaki Chaki and Weti. secondly, the building of a substantial stone pier at the former Pier built at Chaki Chaki. port.

The necessary poles for the Chaki Chaki to Weti line were How the cut without payment and voluntarily by the Wa-Pemba, who Chaki Chaki desired thus to show their willingness to help in any work to Weti undertaken by the Sirkar, and they would give their aid in line was made. a similar way for a like purpose in future; the setting up of the poles was performed by an army of volunteers, mostly women, who did the necessary work in so hearty and willing a manner that the entire line was completed within three days—surely a record achievement in these parts. The only reward asked by those public spirited ladies was permission to hold an “n’goma” during as many nights as they had laboured days! I may explain that an “n’goma,” meaning literally a “drum,” is the local equivalent of the Australian “corroboree,” or song and dance entertainment. Those “n’gomas” have an irresistible attraction for the blacks, men as well as women, but the Liwalis, for good and sufficient reasons, have limited such entertainments to two days, or rather two nights, during each week, since the blacks prefer the dark, or better still the moonlight hours, for those gatherings.

Another desideratum is the establishment of a system of wire- Desirability
(807) A 2 of establish-

ing system of
wireless
telegraphy
in Pemba.

less telegraphy between Zanzibar and Pemba. The necessary elevation for the Pemba station exists in the shape of a hill nearly 300 feet high in the south-western part of the island; this would serve for the reception and transmission of messages from and to Zanzibar on the one hand, and on the other hand, from and to some suitable spot within the British East Africa Protectorate. The desirability of such an alternative means of communication between Zanzibar and the East Africa Protectorate is obvious, in view of the frequent interruptions which occur in the submarine cable.

Communi-
cation with
Zanzibar.

We have been very badly off in Pemba as regards communication with the outer world since the outbreak of the Ogaden trouble on the coast; the Zanzibar Government steamer "Kilwa" having been chartered in connection with the punitive expedition, has ceased to call here regularly, and the "Barawa," the other steamer of the Zanzibar Government, is away at Bombay, undergoing repairs. The weather has been so stormy since the beginning of the year that dhow traffic has been interrupted, with the result that we have been without news from outside for weeks at a time. I may mention, as an illustration of our state of isolation, that the news of the death of the Queen reached us only 10 days after the occurrence of that lamented event.

Absence of
serious
crime in
Pemba.

There was but little crime of a serious nature in Pemba during the past year. The jails at both Chaki Chaki and Weti were pretty full all the time, it is true, but in most instances the offences for which the prisoners had been condemned amounted to nothing more heinous than violation of the local regulations with regard to vagrancy.

The native
hospital.

The sanitary conditions of both prisons has been satisfactory, and the health of the inmates excellent on the whole.

Much real good was done in an unobtrusive way during the past year by the hospital at Chaki Chaki, in connection with which I have been acting as honorary surgeon. Over 100 patients from all parts of the island were received into the hospital itself during that period, and a large number of out-patients also were treated. The cases varied in gravity from the *sequela* of the entry of jiggers beneath the toe-nails to compound fractures, necessitating amputation. But the great bulk of the cases consisted of ulcers of the phagadenic type, so common amongst Africans, which affect chiefly the feet and legs. These, if neglected, spread rapidly, until they attain a shocking size, accompanied with great destruction of the deeper tissues. The ultimate results of such ulcers, if not vigorously treated, are partial or complete loss of the foot or leg affected, and in many instances death from suffering and exhaustion.

Prevalence
of ulcers.

Treatment
adopted.

The treatment which I have adopted, and which I have found to yield surprisingly good results, even in the most hopeless-looking of such cases, consists in the free use of a searching escharotic in the first instance, after the application of which the affected parts are kept continuously from morning till night in a bath of warm water containing a sufficient quantity of

a non-poisonous antiseptic. This treatment is continued daily until the ulcer has healed.

The establishment of the modest hospital in Pemba, although in itself a small undertaking, must be reckoned amongst the most meritorious of the many good deeds to be recorded to the credit of His Highness's Government.

The economic situation in Pemba at the present time is most unsatisfactory. The Arab cultivators are in a bad way financially. The average price realised by their staple crop, the clove, is so small that it yields them but a very meagre profit, and, unfortunately, they have got into the merciless grip of the money-lender. The economic situation in Pemba.

There is no doubt that the usurer is the curse of Pemba, and until the landowners escape from his clutches there is no hope of prosperity for them. Unaided, there is little prospect of the Arabs being able to free themselves. I have ascertained from the records of the local offices of registration that during the year 1900 the total indebtedness incurred by the Pemba Arabs to the money-lenders, and in connection with which they pawned their *shambas*, amounted to a little over 6,000%. Outstanding mortgages executed prior to 1900, amount, so far as I can ascertain, to a further sum of about 3,000%. I believe that I am well within the mark in estimating that a sum of 10,000% would suffice to pay off all the existing mortgages upon clove plantations in this island. Amount of indebtedness of the Arabs.

It is ominous that the registration offices record the sales of *shambas* by Arabs to Indians during 1900 to the value of nearly 2,000%. The Pemba Arab never sells, as a rule, a foot of his land unless he is forced to do so by dire necessity, and there is good reason to believe that those so-termed "sales" mean simply that the owners, being unable any longer to continue paying interest upon their debts, abandoned their *shambas* to the money-lenders, in whose favour they executed nominal deeds of sale for sums which represented their respective indebtedness. Sales of shambas to Indians.

The usual term for which mortgages are executed in Pemba is 10 months, and the interest charged for that period is almost invariably 30 per cent. and upwards. In the mortgage deeds no mention is made of interest, which is illegal according to the Sheria. What the money-lender does is this: he advances the Arab cash or gives him credit for goods to a certain amount, and in return, the Arab mortgages his *shamba* to the Indian for a specified sum of money, which includes the agreed interest. The mortgagor considers himself lucky if he can manage to pay, season by season, an instalment of the interest due, and to secure a renewal of the mortgage, which, of course, is for a progressively increasing total in such cases, since the amount of unpaid interest is added to the original debt. In the end the money-lender, having squeezed the unfortunate landowner year after year, and finding at length that nothing more can be got out of him, takes legal proceedings and sells him up. In many instances the mortgagee himself buys in the property, which generally goes

for a sum very much less than its intrinsic value, owing to the fact that the Arabs, who might wish to purchase, have little or no ready money available.

Over-
production
of cloves
in Pemba.

That the clove is over-produced in Pemba is sufficiently evidenced by the low price realised by that commodity from year to year; yet with the one exception of the cocoanut, which, by the way, does not thrive particularly well here, the clove is practically the only product of any commercial value cultivated in the island on any extensive scale.

Agricultural
possibilities
of Pemba.

Pemba is undoubtedly one of the most fertile spots on the face of the earth; it offers a very varied choice of soils from the light red earth on the hills to the amazingly rich black deposits in the valleys, consisting largely of vegetable humus, in many places of a thickness to be measured in feet, and the annual rainfall is exceptionally abundant. Hitherto no systematic attempts have been made to develop its possibilities, save in the matter of the clove-tree, which the Arabs have succeeded in producing in a degree of perfection unequalled in any other part of the world. There is no reason why these same Arabs, who without any aid from the State have brought the cultivation of the clove in Pemba to such a high degree of perfection, should not, with Government help, succeed equally well with other products. I have frequently discussed with the more intelligent Arabs the question of introducing new crops, pointing out to them the advantages to be derived by them therefrom. They have invariably expressed themselves as most anxious to make the trial, but have pointed out, what indeed is the truth, that they possess neither the capital nor the special knowledge requisite. It is for the Government to supply both the cash and the brains needed.

Why the
Government
should help
the Arabs.

It is not merely from motives of philanthropy that the Zanzibar Government ought now to hold out to the Pemba Arabs a helping hand; it is imperatively called upon so to do through self interest. The Arabs are the men who have successfully cultivated the island in the past by means of negro labour, and it is upon them that the Government must rely for the further development of its resources in the future, and by similar means. If allowed to succumb to their financial difficulties, they doubtless will leave the island to seek a living elsewhere, as indeed many of them have already done.

Suggestions
as to develop-
ing the
resources
of Pemba.

With a view to effect that object, it would clearly be advisable to ascertain at the outset, by experiment, what products would be most suitable for cultivation in the island from the point of view of market value. To decide which, I would suggest that botanic stations or model farms, in the real sense of that term, be established throughout the island, under the personal supervision of men practically skilled in the various branches of tropical agriculture, who would test the possibilities of the different kinds of soil, and who would experiment with every description of plant likely to be of economic value. The various *shambas* owned by the Government and by His Highness the Sultan personally might be utilised for that purpose. I understand that a scheme on lines

such as I suggest is about to be tried in Seychelles with the co-operation of the Director of Kew Gardens.

Once it had been decided as to what products are most suitable for cultivation in Pemba, it would be for the Government to assist the landowners to obtain the necessary seeds and seedlings with which to stock their *shambus*, and to furnish competent native assistants trained at the botanic stations, who would teach the owners how to plant and rear the various crops, and how best to prepare the resulting products for the market.

In connection with the subject of the agricultural resources of Pemba, there are a few points to which I may be permitted to refer. I suggest vanilla and cacao as two products for the cultivation of which the island seems peculiarly well suited, and from which profitable returns might be expected within a reasonable time. Crops suitable for Pemba.

The climate of Pemba approximates very closely indeed to that of the *tierra calida* of Mexico, the home of some of the choicest species of the cacao shrub; and there seems to be no reason why those same species should not flourish here also.

As regards vanilla, it is found growing wild throughout the island, and such vines as I have seen were perfectly strong and healthy. I have occasionally come across some of those wild vanilla vines bearing pods, one or two of which I remember as having been of exceptionally large size. Doubtless, the fertilisation of the flowers in those instances had been effected by means of ants or other insects, but such fertilisation would seem to be of rare occurrence so far as this island is concerned. It is for the experts to decide as to whether it be possible to import and to naturalise in Pemba one or other species of the insects which, in Mexico, fertilise the vanilla flowers; if not, then recourse could be had to the method of hand fertilisation so successfully practised in Réunion and the Seychelles. It is improbable that the vanilla is indigenous in Pemba; most likely the wild vines throughout the island have resulted from "garden escapes."

Coffee can be successfully grown in Pemba, at least the large-beaned variety known as "Liberian." Many of the Arabs here grow enough of that species for their personal wants, but I am bound to say that the beverage concocted from the locally-grown berries, whenever I have tasted it, was poor and mawkish stuff. Possibly the fault may lie in want of care or of skill in drying and preparing the beans; at all events, the question of coffee growing in this island is deserving of attention. Coffee.

Various species of rubber vines grow wild all over the island, but can hardly be said to exist in paying quantity. The late Mr. Robertson, of His Highness's Agricultural Department, devoted some attention to the rubber vines during a visit which he paid to Pemba in the course of last year. He established some 15 workmen at Ghazi, a district in the north of the island, where the vines exist in considerable number, their duty being to clear away the dense growth of useless vegetation and generally to look after the vines. There appears to be no reason why rubber should not be Rubber.

successfully cultivated here, and it certainly is one of the most paying of crops. Its disadvantage in the eyes of your Arab, who is no altruist, is that the more productive varieties require some 10 years before yielding a return.

Raffia. The raffia palm flourishes in great numbers throughout Pemba, but so far as I know the only use found for the valuable fibre which it produces is to sew up bags of produce.

Cotton. Cotton, of a species which yields a staple of an average good length and quality, is grown in small quantities in Pemba, the product being utilised in the local fabrication of bedding and pillows.

Indigo. If I am not mistaken, I have seen the indigo plant growing wild in different parts of the island, in which, possibly, it may be indigenous.

Male bamboo. I may mention that the male bamboo, which apparently is unknown in Zanzibar, grows wild in Pemba.

Dye-yielding trees. The bark of several trees which flourish in this island yield good fast dyes of various tints, which might prove to be of commercial value. Amongst such dye-yielding trees I may mention the clove, the "zambarao," the "m'bura," and a species of mangrove, locally known as "m'sinzi," the bark of which attains a thickness of an inch and upwards. This last article would appear to have found a market, since an Indian merchant of Zanzibar has kept a large dhow regularly employed during the past few months in collecting it here in Pemba. I understand that the cargoes of bark thus obtained are shipped from Zanzibar to Europe in due course, but to what port I have not ascertained. I transmit with this report a sample* of the mangrove bark in question.

Rice. In former times, prior to the extensive cultivation of the clove, in favour of which all other products have been neglected, Pemba was celebrated for its rice, for the growing of which the island is pre-eminently well adapted. In those days rice constituted an important item of export, and the average quality of the article was admittedly excellent. At the present day the total amount of rice grown in the island does not suffice for local consumption, as is shown from the customs returns. During the year 1900 Indian rice was imported into Pemba to the value of over 22,000/. There is no reason why, with a little encouragement and help from Government, the necessary amount of rice for local consumption should not be raised in Pemba to the substantial profit of the growers; and, later on, the article should once more take its legitimate place amongst the items of export. A great many varieties of rice thrive in the island, of which I transmit with this report samples* of 12 different kinds, in husk and shelled. The species locally known as "sufala," "ambari," and "noudo," respectively, are most generally favoured, as they yield the largest returns in proportion to the amount of seed sown, but as regards quality, the variety known as "sena" takes highest rank, and justly so, for it is a really excellent rice, the best, absolutely, which I have ever tasted, and it would, I am sure, command a high price in the

* Sent to Imperial Institute.

PEMBA.

market. There is much difficulty at the present time in obtaining seed of any of the local varieties of rice in large quantity, and in this matter the Government could lend valuable aid by assisting would-be growers to obtain the necessary quantity of seed rice, which could be grown upon the Government *shambas*.

The sugar-cane thrives exceedingly well in Pemba, and attains ^{Sugar-cane.} to a height and girth not excelled in any other part of the world. In the pre-clove days the cane was extensively cultivated, every large *shamba* had its crushing mill, and molasses and raw sugar figured amongst the regular exports. At the present time, however, there is but little cane grown, and of crushing mills there are but very few in the island. The customs returns show that molasses and raw sugar, to the value of over 500*l.*, were imported into the island during the past year.

Pemba is well adapted for the breeding of cattle. Formerly ^{Cattle.} there existed large numbers throughout the island, and ghee of exceptionally good quality was exported in considerable quantity. Some 10 years ago, however, the disastrous plague which swept away the herds on the mainland, made its appearance here, and almost exterminated the cattle, of which one sees but few in the island at the present time, most of them belonging to the Wa-Pemba, who are the chief breeders. The Pemba cattle are small, compactly-built animals, of the humped variety, generally black or dun in colour; the cows yield a fair quantity of milk of excellent quality. It would undoubtedly help greatly to re-establish the prosperity of the landowners if the Government would assist and encourage them to resume the breeding of cattle on an extensive scale.

In connection with this subject, it is interesting to note that the Wa-Pemba organise every year elaborate exhibitions of what I may term bull baiting, the proceedings at which resemble very closely some of those which characterise the bull fights of Spain. The time selected by the Wa-Pemba for these sports is the dry spell which precedes what are known here as the "planting rains." A level plain of ample extent is the scene of operations, around which are erected bamboo stands and enclosures for the Wa-Pemba ladies who constitute a large proportion of the great gatherings of spectators. The bulls, fierce, active, high-couraged beasts are turned loose, one at a time, into the arena, and the young men of the Wa-Pemba play them in exactly the same way as do the *toreros* or *capeadors* of the Spanish ring, and with every whit as much of daring and address. The Wa-Pemba, however, more merciful than the Spaniards, neither torture nor finally kill the bull, which is lassoed and led away as soon as it begins to exhibit symptoms of fatigue, to be replaced by fresh animals, to the number of five or six, in the course of the afternoon's sport. This bull baiting is a survival, I take it, of the bull fights in which doubtless the Portuguese delighted during the period of their rule in this island.

The systematic breeding of the native sheep—a diminutive, ^{Sheep.} short-fleeced, big-tailed, brown-coloured variety—is deserving of

encouragement. It yields excellent mutton, which would be a most welcome change from the tough and tasteless goat flesh which at present constitutes the staple and, indeed, practically the only attainable article of meat diet in this island.

Breeders of cattle, sheep, or goats need have no misgivings as to the question of finding a market for their stock; Zanzibar, with its great shipping demand, would take all the meat which they could supply and at a very remunerative price.

Statistics as to
manumission
of slaves.

The total number of slaves who applied for and obtained their freedom in Pemba during the year 1900 was 583. Here are the items composing that total, as kindly supplied to me by the Rev. J. P. Farler, His Highness's Commissioner for Slavery, viz. :—

	Number.
Males	230
Females (including 8 concubines) ..	329
Children	24
Total.. .. .	583

The amount of compensation paid during the year to the owners of slaves freed was 2,419/.

The adult slaves who obtained manumission during the past year had, in almost every instance, made agreements with future employers before asking to be freed, and such agreements were, in most cases, duly ratified by the Slavery Court.

For the sake of comparison I give the figures relating to the number of slaves freed in this island, and of the compensation paid during the three years that the anti-slavery decree has been in operation, viz. :—

Year.	Number.				Compensation Paid.
	Males.	Females.	Children.	Total.	
1898	610	751	200	1,561	£ 3,564
1899	980	1,203	141	2,324	5,175
1900	230	329	24	583	2,419

From those figures it will be seen that 4,103 adult slaves obtained their freedom during the past three years, and that His Highness's Government paid a total sum of over 11,000/ in compensation during that period.

The labour of these freed slaves has not been lost to the Arab cultivators as a body, since the great majority of them have settled upon *shambas* owned by Arabs, upon terms and conditions, which, apparently, have been found to work satisfactorily for all

parties concerned. There has been merely a shuffling of the cards as a result of which certain Arabs have gained in labour what others have lost.

In allotting freed slaves the Court has lately adopted the ^{System adopted in allotting freed slaves.} sound principle of distributing them where their labour is most needed, and where it can most profitably be employed, from the economic point of view. With that object, preference is invariably given to owners of clove *shambas*. The applicant has to satisfy the Court upon two points, first, as to the number of bearing trees upon his property, and, second, as to the total number of slaves which he possesses. The Court endeavours, in so far as the available supply of freed slaves permits, to allot to any given applicant as many freed slaves as will suffice, either in conjunction with the slaves owned by the applicant or by themselves, if he has no slaves, to work his *shamba*. The desirable proportion of hands for that purpose, including clove picking, would be about 10 to every 100 clove trees, but the scantiness of the supply of freed slaves available lately has made it impossible for the Court thus to arrange matters. Indeed, the total available amount of ^{Scarcity of} labour of freed and non-freed slaves combined does not average, ^{slave labour.} probably, throughout the island, more than five persons to every 100 bearing clove trees.

The *shambas* owned by the Government and by His Highness the Sultan personally, upon which large numbers of freed slaves were placed during the early days of the working of the Decree, when some difficulty was experienced in disposing of the crowds of applicants for manumission, will henceforth be regarded as depôts, from which the freed slaves will be drafted during clove harvest times to those parts of the island where the crop is heaviest and labour is most needed.

I believe that most of the 11,000*l.* received by the Arabs as ^{How the} compensation for their slaves liberated has been employed by ^{slave-owners} them to pay off or to reduce the mortgages upon their *shambas*. ^{have} Such at least would appear to be the explanation of the fact that ^{employed} the collective amount represented by mortgages in 1900 was ^{their} considerably less than had been the case during the preceding ^{compensation} two years. ^{money.}

The very paucity of the number of slaves who applied for ^{Good effected} their freedom during the past year is, in my opinion, a striking ^{by the anti-slavery} proof of the good effected by the anti-slavery decree, which has ^{decree.} so ameliorated the condition of the slaves that the great majority of them, perceiving that they will gain no special advantages by being manumitted, are content to continue in a state of nominal bondage. It may, I think, truthfully be said that the decree has entirely taken the sting out of slavery in Pemba.

Indeed, many of those slaves who have obtained their freedom or who, to use their own expression, have been "sold to the "Sirkar"—the allusion being to the compensation money paid for them—seem to be ashamed to acknowledge the fact. I have remarked, in many instances, when I have had occasion to question a man as to his status, that he has told me he was "hadim" or

freedman of so-and-so, naming his former master, whereas I have ascertained subsequently that he had really been freed by the Slavery Court. To be freed by one's owner is, amongst the Pemba slaves, a much appreciated honour, which elevates the freed man, who not infrequently assumes the tribal name of his former master, almost to the social level of the "m'ngwana" or free-born negro; but to be freed by the Sirkar appears to be regarded in quite a different light by the slaves, and it would seem that, in many cases, at least, the recipient of the brass badge of liberty feels himself to be in the condition, as it were, of a "masterless man," a state which is without honour according to their ideas, and one which he is shy to acknowledge.

Import and export of slaves extinct.

There has been no instance, so far as I am aware, of a slave having been kidnapped and carried away from Pemba during 1900.

The smuggling of raw slaves into the island has been absolutely extinct for three years past.

The labour problem in Pemba.

The labour question is now the problem of greatest importance in Pemba. The small-pox epidemic of 1898-99 carried off not less than 10,000 of the slave population of this island. The hut-tax returns indicate the diminution which has taken place in the population of free blacks in Pemba during the past two years. The returns are as follows:—

Hut tax returns.

Year.						Value.
						£
1898	..	..	..	..	..	1,571
1899	..	..	..	..	..	1,189
1900	..	..	..	..	..	883

Diminished population.

This source of revenue could be made to yield much larger returns than those shown above, but there is no reason to assume that the collection of the tax was more inefficient in 1899 and 1900 than in 1898, and the inference to be drawn from the returns is that the progressively smaller amounts indicate a corresponding diminution in the number of hut-owners, through death. A knowledge of the approximate mortality amongst the free blacks affords a means of estimating approximately the mortality amongst the slaves, of whom, I estimate, that there are, at the present time, probably not more than 30,000 all told in this island.

Estimated number of slaves in Pemba.

The amount of labour still available in Pemba, in the shape of slaves and freed slaves, ought to be sufficient for the general cultivation of the island and for keeping the clove *shambas* clean, provided—and that is a very big proviso—that those people could be made to work steadily during the three days in each week upon which they are supposed to labour for their masters or employers, in lieu of rent for their cultivation plots. But steady, regular work is just what your slave or freed slave dislikes very much: be it remembered, however, that much of the indolence of

the Pemba negro may well be attributable to, as it certainly is excusable on, the score of unfavourable climatic conditions. Indeed, I may admit, after a personal experience of the enervating and debilitating effects of the climate, during several years' residence in this island, that my sympathies go out to the Pemba negro in the matter of his distaste for sustained and continued exertion. Out here one appreciates fully the truth of the dictum of Paul Leroy Beaulieu—"Tout le monde fait l'éloge du travail; personne n'en veut plus." But unluckily for the black man, the exigencies of the situation here do not admit of his being allowed to indulge in the luxury of idleness, and it is inevitable that he must be made to do far more work than he has any stomach for.

The scarcity of labour was keenly felt during the last clove-picking season, and although the crop was abnormally small in quantity, it was only gathered with much difficulty. Many Arabs have assured me that they were unable, through lack of hands, to gather more than a proportion, in some cases but little over half, of their crop. Difficulty of gathering the 1900 clove crops.

It is disappointing that the abolition of the legal status of slavery in Pemba has not, so far, had the effect of attracting labour to this island, but it must be remembered that no attempts have hitherto been made to tempt possible immigrants.

It appears to me that His Highness's Government ought to be able to offer to the free blacks on the mainland, especially those inhabiting the extensive districts which lately have suffered so severely from famine, sufficient inducements to encourage them to migrate, in considerable numbers, to this fertile island, where, at least, they need have no misgivings as to failure of food supply. Such a scheme would certainly be worth trying, for only the negro labourer can stand this climate. Suggestion as to inducing mainland blacks to migrate to Pemba.

It is certain that the total available supply of labour of slaves and freed slaves in Pemba, if adequate, theoretically, for the performance of ordinary operations of cultivation throughout the island, is insufficient for harvesting the clove crop, but if the free blacks of the island—the Wa-Pemba, the Wa-Sherifoo, the Wa-Tumbatu, and the Wa-Swahili—could be induced to lend their aid during the clove season, the total amount of labour then available would, I believe, be quite sufficient for gathering the crop. It has not been found possible, up to now, to induce these free blacks to render much assistance in that direction. They assert that they find it more profitable to themselves to devote their time to the cultivation of their own *shambas* than to work for pay for some months at a stretch gathering the cloves of their neighbours. Plenty of free labour still available in Pemba.

The clove crop in Pemba for 1900 was the smallest within a period of nine years, as I have already stated. Clove statistics for past nine years.

The following are the official returns showing the annual output of that commodity from this island during that period, viz. :—

Year.						Quantity.
						Lbs.
1892	..	..	..	..	..	8,267,885
1893	..	..	..	..	..	9,077,845
1894	..	..	..	..	..	13,054,965
1895	..	..	..	..	..	13,701,135
1896	..	..	..	..	..	8,296,150
1897	..	..	..	..	..	8,438,425
1898	..	..	..	..	..	10,896,970
1899	..	..	..	..	..	12,068,511
1900	..	..	..	..	..	8,176,885

The price realised by the producers of the 1900 crop averaged only 2 ³/₄ d. per lb.

The Indian
buying ring.

The entire buying trade in the case of Pemba cloves is in the hands of local Indian merchants, who constitute what practically is a ring. They fix amongst themselves certain uniform prices from time to time during the clove harvest, so calculated, with regard to Zanzibar prices of the commodity, that the 25 per cent. export duty, which is collected in Zanzibar, is borne by the producers.

A little healthy competition from outside in this matter of the clove trade in Pemba is much to be desired in the interests of the Arab growers. Better still would it be for them if they could manage to ship their cloves to Zanzibar, and there deal direct with the firms who export the article. Unfortunately for the Arabs, they lack the necessary enterprise to do so, and thus they continue year after year at the mercy of the Indian ring as regards prices for their staple crop.

The amount and market value of a season's clove crop decide the volume of the trade of Pemba for any given year. A scanty crop, unless compensated by a high market value, means diminished purchasing power on the part of the growers and correspondingly small imports, and the cloves themselves practically constitute the exports of the island.

Pemba
imports and
exports for
1900.

The total value of the Pemba imports for 1900 amounted to 76,000l., and of exports to 87,000l.

For the returns of imports and exports, which I append to this report, I am indebted to the courtesy of Mr. L. C. Gomes, His Highness's Master of Customs in Pemba. The values of the various items have been computed at local market rates. In the case of those articles of export from Pemba to Zanzibar upon which import duties are levied, the market price of such duty-paid produce, notably in the case of cloves, is higher in Zanzibar than in Pemba.

Exports.

The exports from this island during 1900 consisted as heretofore of cloves, clove-stems, copra, timber, and donkeys, plus an insignificant amount in each case of hides, wax, tortoise-shell, mother-of-pearl, betel nuts, fruit and cowries.

Imports.

As regards imports it is gratifying to know that British products constituted the most valuable portion. Analysis as to

the source of supply of the principal items in the order of value reveals the following facts, viz. :—

Articles.	Value.	Country of Origin.
	£	
Rice and grain	25,000	British India
Piece goods	8,000	Germany principally
Grocery	7,000	Germany principally
Sugar	6,000	British India and Mauritius
Petroleum	2,000	America
Crockery and glassware..	2,000	Germany and Austria.
		Hungary
Sim-sim oil	1,000	British India

From the above figures it will be seen that out of a total of 51,000*l.* goods from British sources stand for no less than 32,000*l.*

There are many articles in general use here, to the supplying of which British firms might profitably devote their attention. Thus the trade in the gaily-coloured cotton cloths, locally known as *kangas*, in which the women array themselves, and for which there is an immense demand throughout East Africa, is at present wholly in the hands of German and French firms in Zanzibar. The secret of success in the *kanga* trade is to keep up a continual supply of novelties in the matter of design and colouring. The mode of procedure adopted by the German and French firms in Zanzibar is this: they cause hundreds of hand-coloured samples to be prepared at home, and these they submit to the leading Indian dealers, who select therefrom such as they judge will be most likely to sell, and who, themselves, frequently suggest new patterns or modifications in the sample designs. The importing firms book orders from the Indian dealers for given quantities of the patterns selected or suggested by them, to be delivered within such period or at such intervals as may be arranged. The Indians take good care to let the native women know whenever fresh consignments of *kangas* are due, and the goods are placed on the market with the least possible delay after being landed.

There is much rivalry amongst the women as to who shall soonest appear arrayed in the latest thing in *kangas*, which sell at a high premium during the early days of their novelty. Thus newly-arrived *kangas* will fetch as much as 4*s.* for the set of two, during, say, the first week, after which time the price declines, as the article goes out of fashion, until a pair of the same cloths can be had eventually for 1*s.* 4*d.*, which is the lowest figure at which the Indians sell them.

Zanzibar is the Paris of East Africa, and the Zanzibar belles are admittedly the glass of fashion. To keep up their reputation for smart dressing involves the frequent purchase of new *kangas*, of which, I understand, a Zanzibar girl will possess as many as two to three dozen sets at one time.

Kangas which have begun to be out of fashion in Zanzibar will,

Openings for
British trade
in Pemba.

Kangas.

in their turn, constitute the height of fashion in Pemba and on the coast, where they will sell at a premium until superseded by a later consignment from Zanzibar, and so on.

I am informed that the bulk of the *kangas* imported into East Africa are printed in Holland.

There appears to be no reason why British firms should not successfully make a bid for their share of the *kanga* trade, by adopting methods similar to those practised by German and French firms.

Kaniki.

There is a large trade done here in a plain blue cotton material, locally known as *kaniki*, which is much affected by the women for general wear, especially throughout the *shamba* districts. Formerly the entire supply of *kaniki* came from British India. The Indian article consists of a material known as *wilayti*, imported from the United Kingdom, which is cut up into lengths of 8 yards each and dyed with indigo, the process being carried out chiefly in Bombay. The colour, as a rule, is good and fairly fast. Of late years, however, certain German firms in Zanzibar have been introducing a somewhat similar article, which is steadily ousting the Indian-made *kaniki* from the market here.

The material of the German-made *kaniki* is lighter in texture than is the Indian article, but being dyed with aniline, the colour soon washes out. The German *kaniki* is considerably dearer than the other, selling at 5½d. per yard, as against 3½d. per yard for the Indian article. The reason why the native women prefer the more expensive and really inferior *kaniki* of German make is, firstly, on account of the comparative lightness of its fabric, and secondly—and this, undoubtedly, is the chief reason—because, in its new state, the German *kaniki* possesses a certain amount of surface gloss, which is very pleasing to native taste, whereas the Indian *kaniki* is dull of surface. That such surface gloss disappears with the first washing is well known to the women, as is also the fact that the colour quickly fades; nevertheless, they prefer the German to the Indian article. Surely the British manufacturer should be able to turn out *kaniki* material, possessed of the desired gloss, as cheaply, at least, as the German makers, and, it is to be hoped, of a more durable colour. I transmit with this report samples* of both Indian and German *kaniki* as sold here in Pemba.

Caps.

So much for articles of female attire. The subject of male apparel in these parts is also deserving of attention on the part of British manufacturers.

Every man in this island, and indeed throughout East Africa generally, wears a cap of sorts. The poorer classes content themselves with a head-covering made of soft felt, red, black or white in colour—red being the favourite—of which the uniform price, retail, is 8d. Most of those felt caps come from Austria-Hungary, but Germany has begun of late to compete successfully in this branch of trade. I transmit samples* of those felt caps in various colours.

* Sent to Association of Chambers of Commerce.

The Arabs and the better-class natives affect white cotton caps, elaborately worked in thread and silk. Formerly those caps were only obtainable hand-stitched throughout and cost from 4s. to 9s. each. Lately, however, the Indian traders, with characteristic enterprise, have begun to sell machine-sewn caps of similar design at prices which put them within the reach of many to whom the cost of the hand-sewn article was prohibitive. These machine-sewn caps sell in very large numbers, for it is the ambition of every black man out here to be able to sport an embroidered cap such as is worn by the aristocratic Arab. The machine-worked caps are made chiefly at Mombasa; they are sold at prices varying from 8d. to 1s. 4d. each. I should think that British manufacturers could turn out similar caps at prices which would compare favourably with those charged for the locally-made articles. I transmit samples* of hand-sewn and of machine-sewn caps.

The sleeved, white cotton garment, reaching from neck to heel, locally known as a *kanzu*, is the universal wear of men of all classes in Pemba and throughout East Africa generally who can afford it. The material most generally preferred is a kind of mainsook, most of which, I believe, comes from British India. The Arabs and the better-class natives affect a hand-sewn article, embroidered round the neck and cuffs and down the front in silk. The price for such varies from about 5s. 6d. to as much as 9s. 6d. each, those at the former price being in most demand. Those whose means do not permit of their indulging in a hand-sewn *kanzu* content themselves with a plain machine-made article, the average price of which is about 2s. So far as Pemba is concerned, practically all of the *kanzus* worn are made in the island itself. It appears to me that it would be well worth the while of British manufacturers to turn their attention to the production of machine-made *kanzus*, which, doubtless, could be manufactured in large quantities at a price considerably lower than that of the locally-made articles. I transmit an average sample* of the hand-sewn and of the machine-made *kanzu*.

A cotton vest or singlet, and a *vikoi* or loin cloth are always worn under the *kanzu*. For those who cannot afford to buy the latter garment a combination of singlet and loin cloth constitutes what is generally conceded to be a neat and sufficient costume.

In the matter of singlets, the German-made goods sold at prices varying from 8d. to 1s. 4d. each, of which I transmit samples,* hold the local market exclusively.

Of the *vikoi* sold at Pemba—and I believe in Zanzibar and on the coast also—the great proportion come from Muscat. The price of the Muscat article varies from 2s. to 4s. each. Germany supplies the balance of loin cloths sold here, the price of the German article varying from 6d. to 8d. each. Those German-made *vikoi* are manufactured in lengths containing 12 cloths, and the set of 12 cost, I understand, 6s. I transmit a sample length* of

* Sent to Association of Chambers of Commerce.

the German *vikoi* material, and also samples of the cheaper and of the more expensive *vikoi* made in Muscat. I am of opinion that loin cloths made in close imitation of the Muscat *vikoi*, if they could be put on the market at a retail price of, say, 1s. 4d. each, would meet with a ready sale here. In this connection I may state that the taste of the male inhabitants of these parts is very conservative in the matter of articles of wearing apparel; and it is only by adhering scrupulously to the details of existing models that manufacturers of imitation articles can hope to secure favour for their goods.

Soap.

In the matter of soap, Germany may be said to have the Pemba market entirely to herself. The German manufactured soaps sold here are of two kinds, namely, a mottled (blue and brown) variety and a plain brown soap. The mottled soap is put on the market in boxes containing six bars of 3 lbs. weight each, at 5s. 4d. per box; the brown soap is put up in boxes containing 12 bars, the net weight of box and contents being 10 lbs., which are sold at 2s. 4d. the box. The Indian traders retail those soaps to the natives in quantities costing from ¼d. upwards. The brown soap sells best at present. I transmit samples* of those German-made soaps.

Washing blue.

There is a large demand in Pemba for washing-blue, of which the German-manufactured article is the only kind sold locally. It is put up in packets containing 1-lb. weight each; the wholesale price is 3½d. per packet. Washing-blue, as in the case of soap, is retailed locally in small quantities costing from ¼d. upwards. The German-made blue in question is a very inferior article, as even the natives perceive; it imparts an unpleasant smell to the clothes with which it is used, and it has a tendency to turn of a blackish tint after the clothes have been dried. If British manufacturers could put a superior blue on the market here at as low a price as is charged for the German blue the British article would undoubtedly oust the inferior blue at present sold here. Even if it be not practicable for British firms to manufacture a better blue at as low a price as is charged by the German makers of the article in question, I believe that the natives here would nevertheless be willing to pay a somewhat higher price for a superior article. I transmit a sample packet* of the German-manufactured blue sold here.

Agricultural implements.

Yet another local field to which it would be worth the while of British manufacturers to devote their attention, is that of the agricultural implements universally employed throughout East Africa; they are three in number, namely, the *jembe*, or hoe, the *m'du*, or knife, used for clearing away grass and undergrowth preparatory to the breaking up of the soil by the hoe, and the axe. At present all of these implements as used in Pemba are made in the island out of soft iron, which obviously is a very unsuitable material for the purposes to which the implements in question are respectively put. I am convinced that if British manufacturers would turn out these hoes, knives and axes in properly

* Sent to Association of Chambers of Commerce.



Fig. 1.

improvement in existing model of native hoe (jembe).



Fig. 2.

tested alternative model for native hoe.

Length of blade, 9 inches.

Width of blade, 6 inches.

Diameter of socket, 1½ inches.

tempered metal and at a cheap price they could rely upon effecting large sales.

The average price here of a *jembe* is 6*d.* for the metal head and 1*d.* for the handle, including fitting; the *m'du* costs about 1*s.* complete and the axe-head about 10*d.*, the handle costing, as in the case of the *jembe*, 1*d.* extra.

I transmit samples* of each of the three implements in question.

As regards the native hoe it has only one good point to recommend it, and that is its general shape, which answers well all the requirements of local cultivation. But it is obviously all wrong in the details of its construction. It will be observed, from the sample sent herewith, that the metal head terminates in a fine neck, set at an obtuse angle, which is inserted into a hole in the wooden handle. When in use the neck is constantly breaking off or slipping out of the handle, and the handle itself is constantly splitting from the strain. In fact the average life of a *jembe* when in daily use is not more than about two months. I would suggest to the manufacturers, if any should see their way to take this matter up, that the hoe be made to terminate in a slightly trumpet-shaped metal collar, through which the handle would pass. I append to this report a rough sketch explanatory of that suggestion, also a sketch of an alternative model for a somewhat differently shaped digging hoe, which I believe would find favour with the natives for use upon the heavier kinds of soil. The hoe.

It will be seen from the sample *m'du* which I transmit that the collar round the top of the handle where the shank of the blade is inserted is made of wood and not of iron as it should be. The skill of the local blacksmiths is not equal to making such collars out of iron, and so they are invariably fashioned out of the hard, dense seed-pod of a tree locally known as *m'komu*, which is a species of palm, the leaves of which are used for making mats. The knife.

Handles could be so cheaply fitted locally to the hoes, that it would only be necessary for a manufacturer to supply the heads, but the knives should, of course, be supplied complete.

Manufacturers should follow the patterns of the sample hoe and knife as regards shape and size. In the matter of the axe, however, manufacturers would be well advised to use their judgment in providing a better pattern. The width of the blade of the native axe as at present made is limited by that of the iron bars from which the axe heads are forged; those bars are not imported of a width exceeding 1½ inches. The axe.

There are many openings in Pemba for the profitable investment of capital. Openings for capital in Pemba.

It is a matter of surprise that no one hitherto has thought fit to establish a properly-equipped factory for clove oil in this island, since there are undoubtedly many important advantages to be secured thereby. In the first place there would Clove-oil factory.

* Sent to Association of Chambers of Commerce.

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ARGENTINE REPUBLIC.

REPORT FOR THE YEAR 1900

ON THE

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ROSARIO AND DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2422.

*Presented to both Houses of Parliament by Command of His Majesty,
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*Report on the Trade and Commerce of Rosario and District for the
Year 1900*

By MR. CONSUL HUGH M. MALLET.

(Received at Foreign Office, May 6, 1901.)

Notwithstanding an exceptionally good harvest and the fact ^{Review of} that the grain shipments have been the largest on record, the ^{trade.} trade of the port of Rosario in particular and of the district of this Consulate can hardly be said at the close of the year 1900 to have been satisfactory.

The cause is attributed to the low prices of produce, more especially of wool (one of the principal products of this country), to the stoppage of the export of cattle and sheep, owing to the outbreak of foot-and-mouth disease, and to the interruption of the trade relations with Brazil, due to quarantine.

The outbreak of bubonic plague (fortunately in a very mild form) in the month of February was also the cause of some interruption to trade generally for a short time.

The too rapid valuation of the paper currency (unaccompanied, as it has been, by a corresponding fall in the current prices of the necessaries of life), the high taxes imposed, and the concentration in the more important towns of large and increasing unproductive populations, have contributed to increase the cost of living and to prolong the crisis which this country for some years past has been slowly recovering from.

Consequently there have been some failures and confidence has been shaken, causing credit to be restricted, so that the position at the present time may be described as unfortunate.

The farmers in some districts are still financially embarrassed by debts incurred in previous years, due to the failure of the crops, and merchants are still unable to collect for credit given to these farmers.

The experience gained by the disastrous results of speculations in grain and charters, has caused business to be transacted on sounder and safer lines, and the results have been more satisfactory.

Work for the labouring classes has been plentiful throughout the past year, but notwithstanding the fact that good wages were paid there is much poverty, due to the high cost of living.

This vast country, so rich in fertile land but so poorly populated, needs some good scheme for promoting immigration of a people of the Italian class, who can make a profitable living by tilling the soil, but I fear no such scheme can be successful unless the Government and people take some steps to reduce the cost of living by the reduction of taxation.

During recent years the various railway companies representing British capital have, by the extension of their lines, opened up large tracts of virgin and fertile land, suitable for agriculture and grazing purposes, but emigrants of a good class are now needed to farm and make these lands productive.

There is little doubt that if a good immigration law (based on the North American system) were promulgated, this country, with the influx of a new population, would very soon return to an era of prosperity.

Imports.

TABLE showing Official Value of Imports during the Years 1899-1900.

Articles.	Value.	
	1899.	1900.
	Dol. gold.	Dol. gold.
Provisions	1,609,480	1,617,246
Wines and spirits	396,914	435,981
Tobacco	124,657	128,941
Spun and woven goods	1,653,566	1,339,863
Ready-made clothing	126,779	225,969
Drugs, &c.	407,718	392,829
Lumber, &c.	831,367	942,229
Stationery, &c.	123,761	144,042
Tanned leather .. .. .	..	16,645
Hardware, agricultural implements, &c. ..	1,951,960	1,677,176
Building materials, paints, oils, &c. ..	1,666,339	1,492,125
Metal wares, &c.	99,889	102,534
Glass and crockery ware, &c.	197,284	202,462
Combustibles, lamp oil, &c.	583,032	583,880
Sundries	358,567	267,093
Live-stock	900	..
Total	10,137,213	9,569,015
	£	£
Equiv. in sterling	2,027,442 12	1,918,803

NOTE.—At the exchange of 5 dol. gold to the 17. sterling.

The following figures show the quantity of merchandise imported during the years specified :—

Trade of
Rosario port

Year.	Quantity.		
	Exterior Trade.	Coasting Trade.	Total.
	Tons.	Tons	Tons.
1897	209,802	17,069	226,871
1898	246,259	34,072	280,331
1899	332,124	40,206	372,330
1900* .. .. .	..	..	..

* Not yet obtainable.

The discharge of the foregoing imports was effected as follows :—

Year.	Quantity.		
	At Fiscal Wharves.	At Private Wharves.	Total.
	Tons.	Tons.	Tons.
1897	103,966	102,905	206,871
1898	114,341	135,990	250,331
1899	107,726	264,604	372,330

The difference noticeable between the quantities of merchandise discharged at the fiscal and private wharves is due to the fact that timber and coal (two important items of import) are almost entirely discharged at private wharves.

In the foregoing figures is not included merchandise brought to this port by rail from Buenos Ayres, which trade, as shown in a previous report, is important.

The following articles of merchandise find a good market here:—Hardware, agricultural machinery and implements, galvanised-iron for roofing, wire for fencing purposes, lumber, sanitary materials, drugs, whisky, oils and paints, perfumery, coal, bicycles, carpets, stationery, hessian cloth for bags, rope, twine, tar, cement, textiles, sewing machines, hats, canvas, typewriters, sheep-dip, &c. Merchandise imported and in demand.

Price lists should be in the Spanish language, quoting prices and measurements, using the decimal system and measures of the country, so as to be understood by the merchants here. Advice to merchants.

I may suggest that the most likely means of promoting trade in this Consular district would be the appointment by our merchants of carefully selected agents (reliable brokers, for instance), who, possessing a good knowledge of the market, could effect sales with the best firms.

Exports. TABLE showing Principal Exports from Rosario Port during the Years 1899-1900.

Articles.					Quantity.	
					1899.	1900.
Wheat	..	..	..	Tons ..	883,583	809,000
Linseed	..	..	..	" ..	97,731	64,000
Maize ..	..	..	..	" ..	232,807	202,000
Flour ..	..	..	..	" ..	7,256	5,452
Bran ..	..	..	..	" ..	26,489	26,020
Sugar ..	..	..	..	" ..	21,457	16,034
Quebracho wood	..	..	..	" ..	11,366	22,129
Hay ..	..	..	..	Bales..	700,621	971,478
Wool ..	..	..	..	" ..	12,502	12,800
Dry hides	..	..	..	Number	550,768	519,340
Salted hides	..	..	..	"	120,451	127,157

Value of exports. I am indebted to the Administrator of the Rosario custom-house for the following figures, showing the official value of exports from Rosario port only during the year 1900 :—

Articles.		Quantity.	Value.
			Dol. gold.
Agricultural products—			
Bird-seed	Tons	83	3,306
Barley	"	2,141	86,266
Linseed	"	64,128	2,755,021
Maize.. ..	"	202,192	2,390,294
Potatoes	"	469	9,398
Lucerne (hay)	"	45,143	519,147
Beans.. ..	"	248	9,988
Turnip seeds.. ..	"	857	10,729
Wheat	"	809,090	17,756,438
Industrial products—			
Unrefined sugar	Tons	14,372	862,310
Glycerine	"	32	8,087
Flour.. ..	"	8,591	802,370
Bran	"	25,698	440,072
Argentine wine	Litres	1,200	120
Forest products—			
Quebracho sleepers	Number	139,750	110,081
Sundry woods	Tons	1,852	9,511
Quebracho wood	"	15,580	155,308
Mineral products—			
Transit trade.. ..	"	1,078	103,749
Animal products—			
Horns and hair	"		135,000
Hides (dried and salted)	"	8,648	2,279,936
Wool.. ..	"	4,564	1,173,942
Bones, bone-ash, claws, &c... ..	"	8,147	130,076
Sundries.. ..	" .. ..	..	55,141
Total, 1900 .. ..	.. ..	..	29,256,194
Equivalent in sterling.. ..	.. ..	..	£ 5,851,238 16 s.
Total, 1899 .. ..	.. ..	..	Dol. gold. 36,750,606
Equivalent in sterling.. ..	.. ..	..	£ 7,850,121 4 s.

NOTE.—At the exchange of 5 dol. gold to the 1*l*. sterling.

The following figures show the importance of the grain export from Rosario port only during the year 1900 :—

Remarks on exports.

Articles.	Quantity.
	Tons.
Wheat	809,000
Maize	202,000
Linseed	64,000

which, at the price of 50 dol. per ton for wheat (in waggon) at Rosario, 30 dol. for maize and 100 dol. for linseed, represents the sum of 52,910,000 dol. paper currency, equal to 4,600,869*l*. 11*s*. 4*d*. sterling at the exchange of 11 dol. 50 c. per 1*l*.
(782) A 4

To this has to be added the value of other products exported and representing a further sum of over 1,000,000*l*., making the total value of the exports for the year (from the Rosario port only) nearly 6,000,000*l*.

As compared with the year 1899, the quantity of wheat, linseed and maize exported during the year 1900 from the port of Rosario shows a falling-off, but this is accounted for by the fact that large quantities of the products named were shipped from adjacent river ports.

The quantity of quebracho wood exported shows a marked increase as compared with 1899, as also hay, principally for South Africa.

The exports from this port are shipped almost entirely from non-fiscal wharves.

The following official figures will show the distribution of the foreign commerce of this port:—

Foreign
commerce,
how
distributed.

Country.	1899.		1900.	
	Imports.	Exports.	Imports.	Exports.
	Dol. gold.	Dol. gold.	Dol. gold.	Dol. gold.
Africa .. ..	..	267,367	200	428,465
Germany	1,160,194	3,144,388	1,106,187	3,321,482
Belgium	655,469	3,558,012	297,865	799,269
Brazil	50,850	2,095,481	304,082	1,680,512
Canada	91,699	..	18,612	..
United Kingdom ..	2,252,778	7,620,634	3,091,542	6,729,133
Spain	43,312	327,306	141,284	408,034
United States ..	1,339,388	3,294,764	2,194,843	3,298,202
France	56,357	178,301	389,468	102,013
Holland.. ..	..	..	31,359	..
India .. ..	..	..	5,595	..
Italy	905,049	387,650	1,496,525	114,619
Norway.. ..	..	..	24,082	..
Portugal, including St. Vincent for orders ..	..	14,446,066	3,244	11,531,276
Sweden	17,630	..	20,771	..
Switzerland .. ..	..	..	13,633	..
Uruguay	263,503	273,701	9,888	160,220
Paraguay	291,577	90,616	345,926	75,256
Other countries ..	2,709,407	1,066,320	73,919	607,093
Total	10,137,213	36,750,606	9,569,015	29,256,194
Equiv. in sterling	£ 2,027,442	£ 7,350,121	£ 1,913,803	£ 5,851,239

NOTE.—At an exchange of 5 dol. to the *l*.

Custom-house receipts. The following are the receipts of the Rosario Custom-House during the years specified:—

Year.	Amount.	
	Currency.	Sterling.
	Dollars.	£
1899.. .. .	2,870,828	574,165
1900.. .. .	2,720,608	544,189

RETURN of Shipping at the Port of Rosario during the Year 1900, Shipping.
STEAM AND SAILING.

Nationality.	Number of Vessels.	Tonnage.
British	410	641,444
German	103	193,625
Italian	44	51,230
Spanish	26	48,856
Norwegian	44	36,151
United States, North America..	22	15,598
Danish	9	9,743
Swedish	7	9,052
Russian	6	7,082
Argentine	4	3,249
Dutch	3	5,252
Austro-Hungarian	3	4,975
Brazilian.. .. .	1	1,197
Total	682	1,027,353

The foregoing figures represent the number and tonnage of ocean-going vessels only entered at the port of Rosario during the year 1900, and the same number of vessels may be said to have cleared during the same year.

Reliable statistics concerning the coasting trade, which is Coasting important, are not obtainable. This trade is carried on by means trade. of numerous vessels of light tonnage.

RATES of Freight during the Years 1899-1900 for St. Vincent Freights.
for Orders.

Month.	1899.		1900.	
	Lowest.	Highest.	Lowest.	Highest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	1 2 6	1 4 0	1 5 0	1 6 0
February	1 2 6	1 4 0	1 2 6	1 6 0
March	1 1 6	1 2 6	1 4 6	1 5 0
April	0 18 0	1 0 0	1 0 0	1 5 0
May	1 2 0	1 2 0	1 2 0	1 4 6
June	1 2 0	1 2 0	1 2 6	1 3 6
July	1 4 0	1 6 0	1 0 0	1 2 0
August	1 6 0	1 7 0	0 18 0	1 0 0
September.. .. .	1 6 6	1 12 0	1 0 0	1 2 6
October	1 10 0	1 11 6	1 0 0	1 4 0
November.. .. .	1 7 0	1 8 6	0 18 0	1 1 0
December	1 5 0	1 2 0	0 18 0	1 0 0

Throughout the year 1900 freights can be said to have been steady, the first four-and-a-half months of the year showing an average of about 25s. The lowest rates were as shown during the months of August, November and December.

Pilotage.

Pilotage is compulsory. The following is the tariff now in force :—

PILOTAGE.

	Amount.
	Dol. gold.*
From Point India to Buenos Ayres Roads or port, according to tonnage	35 to 65
From Buenos Ayres Roads or port to Rosario or intermediate river ports—	
Vessels of 1,500 tons	50
" 2,000 "	60
" 3,000 "	70
Sailing vessels, if not towed, pay 50 per cent. according to tonnage over above rates.	

Port pilotage.

PORT PILOTAGE.

	Amount.
	Dol. gold.*
Tariff for steamships—	
Taking a steamer to berth on arrival	7 to 10
If steamer exceeds 2,000 tons the charge is	12
For moving steamer from one berth to another—	
Up to 1,000 tons register	5
Over 1,000 and up to 2,000 tons register	6 50
" 2,000 " 3,000 "	8
" 3,000 tons	10
A charge of 50 per cent. over the above tariff is made for moving within the port steamers that fail to use steam or towage.	
Tariff for sailing vessels—	
Vessels under tow pay the same rate as steamers.	
Vessels not under tow pay—	
Up to 500 tons	4
Over 500 and up to 800 tons	10
" 800 " 1,300 tons	10
For moving a vessel outside the limits of port	5
Ships entering or leaving the port by the Espenillo channel pay	10

* Exchange at 5 dol. = 1l.

Rosario port charges.

Port charges payable by a steamer arriving from a foreign port with cargo and sailing with cargo for a foreign port are as follows :—

ROSARIO PORT CHARGES.

	Amount.	
	Dol. gold.*	Dol. paper.†
Packet privilege and stamps .. ..	..	210
Light dues, per net registered ton	0·07	..
Sanitary dues	0·01	..
Anchorage dues .. ..	..	0·01
Inward manifest .. ..	..	103
Outward .. ..	..	25
Custom-house stamps (various) .. ..	..	10
Crew list.. ..	..	2
Argentine bill of health .. ..	..	5

For a steamer arriving from a foreign port in ballast and sailing for a home port with cargo :—

	Amount.	
	Dol. gold.*	Dol. paper.†
Packet privilege and stamps .. ..	..	210
Light dues, per net registered ton	0·085	..
Sanitary dues	0·005	..
Anchorage dues .. ..	..	0·01
Inward manifest .. ..	..	51
Outward .. ..	..	25
Custom-house stamps (various) .. ..	..	8
Crew list.. ..	..	2
Argentine bill of health .. ..	..	5

Steamships load grain at the rate of 200 tons per day. It is customary to pay despatch money at the rate of 10*l.* per day.

The following are the port charges for sailing vessels not exceeding 499 tons :—

ENTERING.

	With Cargo.		In Ballast.	
	Dol. paper.†	Dol. gold.*	Dol. paper.†	Dol. gold.*
Light dues, per ton net register..	..	0·07	..	0·085
Sanitary dues .. ..	..	0·01	..	0·005
Anchorage dues	0·01	..	0·01	..
Manifest	20	..	10	..
Two copies of manifest	2	..	..	..
Stamps, customs certificate	5	..	5	..
Declaration of entrance	1	..	..	..

* 5 dol. = 1*l.*

† 11½ dol. = 1*l.*

CLEARING.

			With Cargo.	In Ballast.
			Dol. paper.	Dol. paper.
Opening register	..	..	20	20
Closing "	..	..	20	20
Manifest of cargo	..	..	20	20
Stamps for bill of lading	..	..	1.50	1.50
Crew list.	..	..	2	..
Argentine bill of health	..	..	5	..

NOTE.—Consular fees for certificates required by the authorities 7.15 dol. gold. If the vessel exceeds 499 tons, stamps of the value of 25 dol. currency are required in place of those of 20 dol. as above, for vessels with cargo or in ballast. Exchange: 11.50 dol. currency to the 1*l.* sterling.

Lay days. From 20 to 25 (Sundays and holidays excepted) is the usual number of lay days for sailing ships, and 30 days for ships of more than 1,000 tons dead-weight carrying capacity.

Rosario port and harbour works. The River Paraná, like the Mississippi of North America, is the highway nature has provided for communication with the vast interior, and is navigable for vessels of light draught for a distance of over 1,000 miles above Rosario.

The distance from Buenos Ayres to Rosario is about 240 miles, and from Rosario to Asunción, the capital of Paraguay, the distance is about 1,000 miles. Steamboats of light draught, not exceeding 12 feet, trade between Buenos Ayres, Rosario, and Asunción.

The bar of Martín García, at the entrance to the River Paraná, and the difficulties of navigation due to sand-banks make it unsafe for vessels trading to Rosario to load to a draught exceeding 18½ feet.

For many years past various attempts have from time to time been made by the provinces interested to impress on the National Government the necessity of improving the port of Rosario by keeping open the river approach by dredging, but up to the present time without any practical result. (I have dealt with this subject in previous reports.)

It would, however, appear that the National Government has at last come to recognise the great impetus the trade of this country would receive if the river were made accessible and safe to vessels of deep draft, as the sanction of Congress has been obtained to carry out this work.

The following is a translation of the Government decree asking for tenders for the construction and working of the Rosario port works:—

“Ministry of Public Works,

“Buenos Ayres, September 10, 1900.

“The Honourable Congress having sanctioned Law No. 3885, which authorises the Executive to solicit public tenders for the construction and working of installations of the port in the city

of Rosario de Santa Fé. Seeing the hydrographical, geological, topographical, and statistical studies, and the specifications and forms complied by the technical office, and considering the expediency of securing for the candidates the greatest impartiality and justice in the judgment to which their offer will be duly submitted.

"The President of the Republic decrees—

"Art. 1. Offers are solicited from this date for the construction and working of installations of the port in the city of Rosario de Santa Fé on the basis of the general plans, conditions, and specifications drawn up by the general inspection of navigation and ports and the consulting engineer of the Ministry of Public Works, which by the present are declared approved.

"Art. 2. The delivery of the tenders can be made in duplicate up to April 10, 1901, at the Argentine Legation in London, duly closed and sealed up to May 10 of same year at the Ministry of Public Works. On this same date at 2 p.m., in the office of the Minister of this Department, all the tenders will be opened which may have been presented in Buenos Ayres or London in the presence of the interested parties, a statement of the proceedings being duly drawn up.

"The proposers will have to comply with all the requisites exacted in the sheets of conditions and forms, which, together with the plans, will be at their disposal at the office of the Ministry of Public Works at Buenos Ayres, and at the Legation of the Republic in London, Paris, Berlin, and Washington. If the tenders do not contain these requisites they will not be taken into consideration.

"Art. 3. The study of the tenders will be submitted to a jury composed of the following gentlemen:—Engineer Elmer R. Corthell, consulting engineer of the Ministry of Public Works; id Emilio Mitre; id James Dobson, ex-chief engineer of the port of Buenos Ayres; id Luis A. Huergo, ex-engineer director of the Riachuelo port; id Luis Luggi, engineer director of the military port of Bahía Blanca; Engineer Otto Krausse, Professor of Mathematics of the Federal Capital; and Gregorio J. Machain, President of the Popular Association of Navigation and ports of Rosario. The Inspector-General of Navigation and Ports shall act as secretary of the jury. The jury shall give their decision within two months of presentation of tenders.

"Art. 4. Copies of the general plans, conditions, and specifications shall be forwarded to the Legations of the Republic in London, Paris, Berlin, and Washington for distribution amongst the companies which may make proposals, and corresponding advertisements shall be published.

"Art. 5. The expenses arising from the fulfilment of the present decree shall be charged to Law No. 3835, which authorises them.

"Art. 6. Let it be communicated, published, and inserted in the National Register.

"(Signed.) ROCA-EMILIO CIVIT."

The services of Mr. Elmer L. Corthell, an eminent American hydraulic engineer, were engaged, and this gentleman, having made a lengthened study of the report and plans of the work, drawn up by the Argentine Engineers, is stated to have reported to the Argentine Government as follows:—

"If is safe to say that the establishment of a first-class port at Rosario, with suitable channels of access, will revolutionise completely the commerce and industry of this Republic.

"The writer has carefully followed the development of the financial features of the project of the port, and has scanned this part with constant interest, knowing that upon a clear and satisfactory showing the commercial estimates of operation depended the success of the proposition.

"The very satisfactory figures given in the report must convince any company that there is here an opportunity to engage without any fear of loss in one of the most important enterprises that has been undertaken in recent years.

"The equitable and generous conditions of the law, the interest and good will shown by the Government to this project, the increase of the commerce of Rosario, even under the restrictions, inconveniences, and costly methods now employed for handling cargo, the fact that a rich and great agricultural country is naturally tributary to the new port, and the precedents elsewhere under similar conditions, all this convinces the writer that great developments are sure to follow the construction of the proposed port, developments far greater than are predicted by Mr. Duclout in his report.

"All these satisfactory conditions, published in the report, and its numerous exhibits referred to above, and based as they are on trustworthy and complete figures, will, it is believed, induce several strong companies to embark upon this very important enterprise, bringing to this Republic their great experience and capital."

By a decree of the Federal Government dated February 26, 1901, the term for presenting tenders for the construction and exploitation of the port works at Rosario is extended to December 10, 1901, in London, and to January 10, 1902, in Buenos Ayres.

The reasons given in said decree for granting this extension are:—First: Communications received from firms in Europe desiring to compete complain that the time originally fixed for presenting tenders is too short for making the necessary study of the work and preparation of plans and estimates; secondly: as the law relating to the construction of the port at Rosario guarantees the constructors that the nation will maintain between the River Plate and Rosario a minimum depth at ordinary low water of 19 feet on the bar of Martin Garcia and 21 feet in the river course it is convenient that this work should be commenced before the tenders called for are presented.

The proposed work is undoubtedly a most important one, and

is worthy the attention of some of our large firms. The traffic from the interior provinces is principally carried by railways representing British capital, and is another reason why British firms should give their attention to the proposed scheme.

I would, however, strongly impress on any of our firms who contemplate sending in tenders for the proposed port works at Rosario that the entire success of the proposed undertaking would depend on the opening up and maintaining of a clear channel for ocean-going vessels from Rosario to the sea.

The Federal Government has already expended in the construction of port works at the Federal capital the large sum of about 8,000,000*l.* sterling, but notwithstanding this, the result, due to the difficulty of keeping open the channels approaching the port of Buenos Ayres, is unsatisfactory, and vessels entering and leaving said port are frequently detained there for want of water, while the groundings of ocean-going vessels are numerous.

Precisely the same thing will happen at this port if the river approach is not kept clear and buoyed, and extensive docks would have to be maintained, while the vessels for whose accommodation they were constructed could not make use of them, thus entailing on this port large expenses, without conferring any corresponding benefit.

Rosario is a natural port, and the only one, I may say, in this Republic for direct communication with the interior. In its present state, and without any improvement being effected, vessels can load and discharge with much less expense than in Buenos Ayres, the difference in freight of between 4*s.* and 5*s.* per ton being charged to cover the risk of detention in the river between Rosario and Buenos Ayres Roads. The only improvement in the port that is immediately needed is a guarantee of a clear channel for ocean-going vessels of deep draught from Buenos Ayres Roads to Rosario, including the removal from the port of various sand-banks, which render navigation difficult, and prevent vessels from getting safely alongside their discharging and loading berths.

Private enterprise will readily supply all the requirements for the construction of suitable port works, if the Government will only guarantee to keep the channel and port free of the obstacles referred to, as reference to the list of exports during the year from this port will show the large interests at stake, over 1,000,000 tons of produce having been shipped without vessels experiencing any detention in loading. Due to the present almost neglected state of the river, most vessels loading in the River Paraná ports, to avoid grounding, are obliged to call at Buenos Ayres or La Plata to complete their cargoes and coal, thus incurring considerable additional expense.

The expenditure required (in comparison with the amount proposed to be expended on Rosario port works, 13,500,000 *dol.* gold (2,700,000*l.*)) for opening up the river even as far as Santa Fé and Paraná, would be comparatively small and productive of the required results without imposing on this port the necessity of maintaining unnecessarily expensive works.

Finances.
Provincial
debts.

The following table shows the amount of the provincial debts:—

Province.	Total Debt (Internal and External Loans).	Service Required.
	£	£
Santa Fé	2,488,376	95,200
Cordoba	1,342,500	62,538
Entre Rios	201,616	12,097

Santa Fé
provincial
debt.

Interest on the consolidated debt of Santa Fé has been punctually met. The financial situation of the province has greatly improved during the past two years. This improvement is attributed partly to the increased revenue due to good harvests, and partly to economy and careful financing. When the present Governor took office the floating debt of the province then amounted to 6,000,000 dol. currency (521,740*l.*) and 135,000 dol. gold (27,000*l.*), but this large amount, by careful financing, has now been very considerably reduced.

The external debt of the province has been definitely settled on the basis described in my report for the year 1898.

Cordoba and
Santa Fé
municipal
debts.

I learn on good authority that the representatives of the Municipalities of the towns of Cordoba and Santa Fé are now in treaty with the foreign bondholders, with a view to arranging the Municipal loans of those cities.

Rosario
municipal
debt.

During the year the Municipal debt of Rosario has been settled upon the following terms:—

From the Municipal external loans of 1887–88, amounting to 1,000,000 dol. gold (200,000*l.*) and 5,000,000 dol. gold (1,000,000*l.*) respectively, plus 3,575,193.60 dol. gold (715,038*l.*) due for accumulated interest thereon from the year 1891 to September 30, 1900, a reduction is made in favour of the Municipality of 2,075,193.60 dol. gold (415,038*l.*), thereby reducing the total debt to 7,500,000 dol. gold (1,500,000*l.*).

In payment of the balance of interest, bonds for 1,500,000 dol. gold (300,000*l.*) are to be issued to the bondholders.

The condition of payment of total amount of 7,500,000 dol. gold (1,500,000*l.*) is as follows:—

During the first five years commencing from October 1, 1900, interest to be paid in paper currency at par at the rate of 5 per cent. per annum; after which period from October 1, 1905, interest to be paid for five years to October 1, 1910, half in paper currency at par and half in gold at the same rate of 5 per cent. From October 1, 1910, service of amortisation to commence at the rate of 1 per cent. in gold; the Municipality having the right to amortise at an earlier date if it be found convenient to do so.

The original guarantees given to the bondholders for these loans remain in force with some slight alterations only.

The loan for 1,500,000 dol. gold (300,000*l.*), known as the "Pave-
ment Loan," was secured by the Municipality in the year 1888, with
the object of paving the streets of Rosario. Service on this loan
was suspended in 1891.

According to an arrangement now arrived at, the bondholders
allow a reduction of accumulated interest due of 484,952·96 dol.
gold (96,990*l.*). The Municipality on their part recognise the
total debt to be 1,750,000 dol. gold (350,000*l.*), on which it binds
itself to pay interest at the rate of 4½ per cent. in paper currency
until the end of the year 1909; and after that date, from January 1,
1910, the rate of interest is to be increased to 5 per cent. in gold
plus 1 per cent. amortisation.

Thus it will be seen that the Rosario Municipality has
benefited by the arrangements hereinbefore described to the extent
of 2,560,146·56 dol. gold (the reduction given by the bondholders
on account of unpaid interest), and in addition to this I understand
that a reduction of 1 per cent. is gained in the rate of interest, as
compared with the rate stipulated for in the original contract.

The wheat crop of 1899-1900 proved to have been much larger
than had been estimated early in the year. Many are of opinion
that the large yield of wheat was purposely withheld with a view
to sustaining prices. The crop proved to be a record, and with
the stock on hand from the preceding year the export of wheat
from the whole country has been 2,000,000 tons more or less,
as against the estimate I gave in my previous report of 1,300,000
tons.

This large increase in the production and export of wheat is
partly due to favourable weather, the extended area sown (not
only in this province but also in those of Buenos Ayres and Cor-
doba), to the closing of some of the large flour mills, owing to the
interruption of this important branch of trade with Brazil,
through quarantine, and further to the large stock of this grain
held over from 1898-99 crop.

From Rosario and River Paraná ports it is estimated that over
1,000,000 tons of wheat have been exported, as against the estimate
given of 850,000 tons.

According to official statistics the Santa Fé crops for 1899-
1900 were as follows :—

						Quantity.
						Tons.
Wheat	..	..	..	..	..	1,023,000
Linseed	..	..	..	..	..	139,290
Barley	..	..	..	..	..	1,523
Birdseed	..	..	..	..	..	730
Oats	..	..	..	..	..	350
Rapeseed	..	..	..	..	..	360

The foregoing crops represent the labour of 15,875 hands;
1,393 threshing machines were employed, and 21,000,000 of bags
(782)

were required. The area of land said to have been under cultivation is 1,748,800 hectares, say 4,319,536 acres.

Owing to the primitive and careless manner in which many of the farmers prepare and sow their land and the poor class of seed too frequently employed, the yield of grain, even when the crop is favoured with good weather, both as regards quantity and quality, is not what it would be if more pains were taken. The farmers, however, prefer to sow with a view rather to quantity than quality. The Santa Fé Government, recognising the necessity of stimulating farmers to improve their system of producing grain, have recently allotted a sum of 15,000 dol. currency (1,300*l.*) to be distributed in prizes in the year 1902 among farmers who produce the best crops of wheat, linseed, or maize, or all three crops as the case may be.

Grain storage. Farmers suffer and have suffered heavy losses owing to their having no suitable deposits for the storage of their grain after threshing, as in addition to the losses they sustain through bad weather they are obliged to dispose of their crops at a price much under what they could demand had they suitable means of storing same.

The railways have erected some large depositories at the more important of their stations, but the accommodation thus provided is very inadequate in view of the large harvests, which promise to further increase.

This want of storage is one of the principal causes of grain being frequently shipped in a damp condition, and it is surprising that the farmers do not take energetic steps to remedy this evil, to which much of their distress may be attributed.

Crop prospects, 1900-1901.

Encouraged by the good results of recent harvests farmers have again made every effort to cultivate to a greater extent the crops of wheat, linseed, and maize, but unfortunately the mild winter was not favourable to the wheat crop especially, and in some districts the losses caused thereby have been serious. The wheat crop both as regards quantity and quality is inferior to the previous one, but linseed and maize, which were not affected to the same extent by the weather, promise a much larger quantity for export. As far as it is possible to ascertain, the export of wheat and linseed from Rosario and adjacent ports during the year 1901 may be estimated as follows:—Wheat, 700,000 tons; linseed, 200,000 tons, as against 1,200,000 tons of wheat and 350,000 tons of linseed from the whole country.

The maize crop now ripe, but not yet harvested, will probably give for export about 400,000 tons from River Paraná ports.

LOCAL Market Price on March 31, 1901, of the following Articles of Produce, in Wagon at Rosario. Local prices of produce.

Articles.		Prices.	
		From—	To—
		Dollars.	Dollars.
Wheat	Per ton ..	55·00	—
Linseed	" ..	105·00	—
Maize	" ..	35·00	—
Flour	" ..	83·00	95·00
Sugar	" ..	32·50	41·00
Alfalfa	" ..	18·00	—
Hides (salted)	Per 220 lbs. ..	35·65	36·30
Dry hides	" ..	53·50	78·20

NOTE.—Exchange, 11·50 dol. paper = 1*l.* sterling.

Trade in general has experienced no revival during the year. Trade.
The transit trade with Bolivia shows a great decline, as compared with former years, and is due to the greater advantages offered to the Bolivian merchants at Chilian ports. Transit trade with Bolivia.

In the year 1884 the transit trade to and from Bolivia via Rosario (chiefly minerals), was valued at 3,000,000*l.*, whereas in the year 1899 it amounted to only 48,786*l.*

There is little hope of any recovery of this trade until the Federal Government can prolong their railway from Salta toward the Bolivian frontier, which would make this route shorter and more economical.

Dairy farming is making progress and promises to prosper. Dairy
During the year quantities of butter and cheese were exported produce.
with good results.

An entirely new industry about to be tried as an experiment Frozen hares.
is the shipment of frozen hares to the London market.

This new trade is all the more remarkable as it is only about 16 years since hares were first introduced into this country from Germany by a well-known German merchant. In the provinces of Santa Fé and Cordoba these animals have increased to such an extent that in the near future, notwithstanding that they are constantly hunted and shot, they threaten to become a scourge to farmers.

Rosario is the terminus of six railways, some of which connect Railways.
with other lines in the interior. Five of these railways, namely, the Central Argentine, the Buenos Ayres and Rosario, the Cordoba and Rosario, the Great Southern of Santa Fé and Cordoba, and the Western of Santa Fé are British, and the other one is French.

The Central Argentine and the Buenos Ayres and Rosario Railway Companies have recently added to their already extensive lines, the former by the purchase of the Western Railway of Santa Fé, and the latter by the purchase of the Great Southern of Santa Fé and Cordoba, representing an addition of 125 and

82 miles respectively. Both these railways are making further extensions, thereby opening up new and fertile country, suitable for agricultural and pastoral purposes.

The construction of a new narrow-gauge line (known as the "Temple Concession") between Buenos Ayres and Rosario has also been recently commenced. This will make the third railway between the two cities, and when completed will connect the narrow-gauge railways of the interior with the capital of the Republic, so that it will be possible to travel by narrow-gauge route from Buenos Ayres to Salta, a distance of about 900 miles.

The traffic and receipts on all the railways show an improvement during the year, and I am of opinion that the future outlook for railways in this country is promising. Rosario owes a great deal of its present fairly good port accommodation, wharves, grain elevators, &c., to the enterprise of the various British railway companies.

Foot-and-mouth disease.

The outbreak of the foot-and-mouth disease during the year has occasioned immense losses to the cattle farmers, the trade of this district, and the country generally.

The provinces of Santa Fé, Cordoba, Entre Rios, and Corrientes contribute largely in supplying cattle for export; it can, therefore, be easily understood that the stoppage of this trade through the outbreak of the foot-and-mouth disease has caused very serious losses to the parties interested.

The actual death-rate in proportion to the number of animals in the infected districts has been comparatively small.

Sugar refining.

The sugar refinery of Rosario, representing local capital, is the principal one of its class in South America. During the year 1899 40,000 tons of sugar were received from the interior provinces for refining purposes. Of this amount 25,000 tons, under the bounty protection of the Federal Government were exported, and from the sugar refuse 430,000 litres (94,600 gallons) of alcohol were manufactured. I am informed that during the current year this branch of trade has still further increased. Owing to the protective duty the cost of sugar is dearer here than in London. The quality of the sugar shipped is frequently of a doubtful nature.

Sacks.

It is calculated that for the harvest of wheat, linseed, maize, &c., the province of Santa Fé has used 15,000,000 bags, the province of Buenos Ayres 12,000,000, and the other provinces about 23,000,000, making a total of 50,000,000, which at the present local price of 8 c. gold (about 4d.) represents the sum of 4,000,000 dol. gold (equal to 800,000l. sterling).

Import duty on sacks.

The Federal Government, with the view of assisting grain farmers, has further extended the time for the introduction, free of duty, of Hessians and sacks, which expired on February 1, 1901, to August 1, 1901.

Twine.

A considerable amount is also spent on twine.

Trade marks.

I believe that in no other part of South America are goods falsified to the extent they are in the Argentine Republic. Wherever it is possible and fairly safe to make money by imitating foreign goods and marks the trader does not hesitate

to do so, the high custom-house duties on imported articles contributing to make this dishonest method of business very lucrative. Among the articles imitated, and to which attention is more particularly given, are patent medicines, perfumes, mineral waters, sauces, pickles, wines, spirits, liqueurs, tobacco, cigars, &c. As an example of the preparation made for falsifying foreign goods, I may mention that I happened to be on board a steamer discharging cargo at this port, when a case falling from the sling broke open and exposed to view parcels of beautifully got up labels (British and French marks) evidently intended for imitation purposes.

Goods thus imitated are disposed of as genuine among the small stores in the suburbs of the larger towns and in greater quantities to the storekeepers in the country villages. By registering trade-marks in this country redress can be obtained through the Courts of Justice, and in some instances it would certainly pay those concerned to attend to the matter.

Attention may be drawn to the following industries, which I ^{Trade} think offer a fairly safe investment for capital :— ^{requirements.}

1. Freezing establishments for the export of frozen animals (cattle and sheep). There are only three such establishments in this country, as against 40 in Australia, and 16 in New Zealand. It is estimated that, in the province of Santa Fé alone there are 2,000,000 cattle and 3,000,000 sheep.

2. Electricity, more especially in the way of lighting and tramways.

3. Sheds for storage of grain.

The ordinary business-house licence in the province allows the Insurance. holder to transact business as a broker or commission agent, but in the provinces of Santa Fé and Cordoba there is a special insurance broker's tax, recently reduced, temporarily, on the petition of the insurance companies from 174*l.* to 87*l.* per annum. In addition to this charge there are the heavy taxes of the Federal Government.

Hail insurance is exempt from taxation.

AVERAGE of Gold Premium during the Years 1899–1900.

Gold premium.

Month.	1899.	1900.
January	108·14	129·25
February.. .. .	118·70	127·72
March	119·16	127·40
April	128·86	127·80
May	124·63	127·91
June	118·69	129·23
July	113·15	139·40
August	125·70	135·78
September	135·15	135·75
October	137·92	133·55
November	135·07	132·57
December	128·90	130·83

Immigration. Province of Santa Fé.
IMMIGRATION to the Province of Santa Fé during the Years 1898-99.

Year.						Number of Arrivals.
1898..	..	..	..	..	..	6,577
1899..	..	..	..	..	..	9,645

There is nothing particular to report under this heading. Immigration during last year has not been important, and the cause (notwithstanding that wages were high and the demand for labour fair) may be attributed to the high cost of living. The arrivals during the year were principally Italians and Spaniards.

Retail cost of articles of consumption.
RETAIL Cost of some of the Principal Articles of Consumption, &c., in Sterling, the Rate of Exchange taken being 11.50 dol. paper per 1l.

						From—			To—		
						£	s.	d.	£	s.	d.
Bread	..	..	..	..	Per lb.	0	0	3	..	..	..
Flour	..	..	..	..	"	0	0	2	..	..	..
Sugar	..	..	..	..	"	0	0	3	0	0	5
Tea..	..	..	..	..	"	0	3	6	0	7	6
Coffee	..	..	..	..	"	0	0	10	0	2	7
Rice	..	..	..	..	"	0	0	2	0	0	4
Beef	..	..	..	..	"	0	0	2½	0	0	3½
Mutton	..	..	..	..	"	0	0	3	0	0	5
Butter	..	..	..	..	"	0	1	6	..	..	..
Potatoes	..	..	..	..	Per 20 lbs.	0	0	3	0	0	5
Kerosine	..	..	..	..	Per case of two tins	0	10	6	0	13	6
House rent	..	..	..	..	Per month	2	5	0	22	0	0
Board and lodging for clerks	..	..	..	..	"	5	0	0	13	0	0

Canned provisions and preserves, due to the high customs duty, are very dear, and only the rich can afford these luxuries.

Public works.
City and port of Rosario.
Wood paving of some of the central streets of the city of Rosario in place of stone, laying of stone pavement in new streets, reconstruction of part of the sanitary works, planting trees and laying out recreation grounds, are among the principal improvements effected in this city during the year.

Rosario is also indebted to the London and Brazilian Bank, Limited, for a handsome building, now near completion, and intended for the bank's premises. This is the third British bank that has built its own premises in Rosario, the others being the London and River Plate Bank, Limited, and the British Bank of South America, Limited. In addition to the British there are four other foreign banks.

The proprietor of the Rosario Gasworks, Mr. Santa Maria, is reported to have contracted with a well-known Manchester firm

for the supply and erection of a new columnless telescope gas-holder of 175,000 cubic feet capacity, three lifts, the first of its class erected in South America.

The National Government has reclaimed some land from the river and added to its wharves, thereby improving the utility and appearance of the port. Some dredging has also been done in the harbour, but there is still much required before the port is made what it should be.

As advised in my report for 1899, civil registration was made compulsory in the province of Santa Fé. The following figures ^{Civil registry-} show the births, marriages, and deaths registered during the first 11 months of the year 1900 :—

Department.	Number.		
	Births.	Marriages.	Deaths.
Santa Fé	1,710	276	974
Rosario	4,584	754	3,329
Las Colonias	1,793	240	597
Castellanos	1,997	250	720
San Martin	1,080	161	462
Belgrano	500	87	215
San Lorenzo	768	143	363
Caseros	974	137	503
General Lopez	1,236	175	513
Constitucion	852	129	287
San Gerónimo	1,056	169	416
Triondo	707	118	322
San Javier	287	49	99
San Cristobal	740	96	213
Reconquista	722	87	175
Garay	351	31	181
San Justo	613	82	193
Vera	277	26	85
Total	20,247	3,010	9,647

In accordance with a municipal decree of October 16, 1900, a Rosario census of the city of Rosario was taken on the 19th of that month. ^{census.} Due to the careful manner in which the work was carried out, it is believed that this census is reliable. The result is decidedly satisfactory; as compared with the figures of the census taken in 1895, it shows that the population of Rosario has increased 23 per cent. in five years. The following figures show the nationality, sexes, and number of the population :—

Nationality.	Number.		
	Males.	Females.	Total.
Argentine	31,411	34,459	65,870
Italian	16,193	9,486	25,679
Spanish	7,029	4,724	11,753
French	1,190	1,030	2,220
British	695	418	1,113
Uruguayan	847	726	1,573
German	654	412	1,066
Swiss	349	227	576
Brazilian	187	149	336
Chilian	75	48	123
Bolivian	11	7	18
North American	86	24	110
Belgian	105	78	183
Paraguayan	185	194	379
Arabian	349	178	527
Portuguese	85	20	105
Russian	80	74	154
Swedish	97	35	132
Danish	49	15	64
Dutch	110	99	209
Various	271	..	271
Total	60,058	52,403	112,461

From the foregoing figures it will be observed that Argentines, Italians, and Spaniards are in the majority, and represent 58½ per cent., 23 and 10½ per cent. respectively of the population. In accordance with Argentine law, all children born of foreign parents in this country are considered Argentines. The male section of the population exceeds the female by nearly 15 per cent.

Province of
Corrientes.

Corrientes is the fifth province of importance in this Republic, and has a population of about 240,000. The principal industry is cattle raising.

At the port of St. Elena, on the River Paraná, is established a branch of a well-known factory, where extract of meats and tinned meats are prepared for export on a large scale.

Province of
Entre Rios.

The following figures relating to the province of Entre Rios are taken from the message of the Governor of that province to the Legislature:—The population of the province at the end of 1899 was 344,333, and the area of cultivated land was 357,544 hectares (equal to 883,133 acres).

The value of wheat and maize exported was as follows:—

				Value.	
				Currency.	Sterling.
				Dollars.	£ s.
Wheat..	..	..	..	4,005,739	801,147 16
Maize ..	..	..	..	592,492	118,498 8

The province possessed—

						Number.
Cattle	..	..	..	..	..	2,288,489
Sheep	..	..	..	..	..	5,004,438
Horses	..	..	..	..	..	376,333
Goats	..	..	..	..	..	18,864
Mules and asses	..	..	..	..	..	10,593
Pigs	..	..	..	..	..	40,650
Poultry	..	..	..	..	..	892,311

The value of animals and animal products exported was as follows:—

				Value.		
				Currency.	Sterling.	
				Dollars.	£	s.
Animals	..	..	..	1,217,914	243,582	16
Hides	..	..	..	2,790,633	558,126	12
Wool	..	..	..	3,728,860	745,772	0

The total value of the exports in the year 1899 was 16,830,327 dol. gold (equal to 3,366,065l. 8s.).

The number of schools was 431, of which 16 were municipal.

The amount expended on education was 651,839 dol. currency, equal to 56,681l. 13s., at the exchange of 11 dol. 50 c. per 1l. sterling.

The grain crop of 1900 and 1901. owing to unfavourable weather, has been a failure, and in some districts the farmers' distress is so great that to stop their emigrating the Federal Government has decided to help them by supplying seed.

ENTRE RIOS.

Mr. Acting Vice-Consul William G. Clark, at Paraná, reports as follows:—

The province of Entre Rios, as its name indicates, is situated between two rivers, viz., the Paraná and Uruguay, and their estuary, the River Plate, forms its southern boundary. It is well watered by many tributary streams falling into one or other of these main highways of trade.

The principal exports consist of cereals, other agricultural produce, cattle, skins, &c. The imports are chiefly agricultural and milling machinery, and European cotton and woollen goods, nearly all coming from Buenos Ayres importing houses.

There is a considerable amount of coasting trade, both steam and sail, and almost daily communication between riparian towns.

and Buenos Ayres. Ocean-going steamers and sailing vessels generally arrive in ballast to load grain.

Population and industries.

The population may be taken at 350,000, and the industries are mostly those pertaining to farming, charcoal burning, and fire-wood cutting.

Public works.

A magnificent wharf has been constructed at the port of Bajada Grande, near Paraná, by the Entre Rios Railway Company; it is furnished with steam cranes and other appliances for quick despatch, and ocean-going steamers can lay alongside thereof.

At Concepcion de Uruguay new port works have been constructed by the National Government, where vessels of light draught should find good accommodation.

Agriculture.

The principal productions are wheat, maize, and linseed, and when seasons are favourable the quality is excellent and the yield abundant.

Cattle.

The usually excellent pasture causes cattle to be sought for either for export as jerked beef, or for the preparation of extract of beef in the neighbouring Republic of Uruguay. The seasons, however, influence the demand.

SANTA FÉ.

Mr. Vice-Consul J. W. Richards reports as follows:—

Port of Colastine. (Santa Fé). Imports.

The only article imported direct during 1900 consisted of 5,703 tons of coal, the official value of which was 33,679·55 dol. gold (6,682*l.* 9*s.*), and was imported for account of the railway company.

RETURN of Shipping Entered at the Port of Colastine (Santa Fé) during the Year 1900.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British Empire ..	67	112,535	13	7,765	80	120,300
Germany.. ..	17	27,196	11	8,076	28	35,272
Spain	7	13,609	..	..	7	13,609
Denmark.. ..	6	10,644	..	..	6	10,644
Italy	4	5,379	31	23,707	35	29,086
Russia	2	2,797	..	..	2	2,797
Belgium	1	1,936	..	..	1	1,936
Sweden	1	1,595	..	..	1	1,595
Norway .. ..	..	..	16	10,871	16	10,871
United States of America ..	..	..	2	1,341	2	1,341
Austria-Hungary ..	..	..	1	845	1	845
Total ..	105	175,691	74	52,605	179	228,296

NOTE.—The same number of vessels may be said to have cleared during the year.

TABLE showing Official Value of Principal Exports during the Years 1899-1900.

Articles.	1899.		1900.	
	Currency.	Sterling.	Currency.	Sterling.
	Dol. gold.	£ s. d.	Dol. gold.	£ s. d.
Linseed	2,082,485·32	413,191 10 7	1,894,680·46	375,923 13 2
Wheat	2,607,817·81	517,444 0 0	3,830,184·28	720,288 14 1
Bran	12,804·00	2,460 6 8	1,612·20	319 17 7
Quebracho wood ...	513,479·03	101,880 15 0	1,399,247·28	277,623 8 5
" extract ... ..	...	...	16,894·08	3,178 8 3
Meat meal ... ..	...	...	69,055·11	11,717 5 7
Total	5,216,786·16	1,035,076 12 3	7,000,743·88	1,389,036 7 1

NOTE.—At the exchange of 5·04 dol. gold to the 1*l*. sterling.

TABLE showing Principal Exports from Colastine (Santa Fé) during the Years 1899-1900.

Articles.	Quantity.	
	1899.	1900.
	Tons.	Tons.
Linseed	41,649	47,367
Wheat	104,316	165,007
Bran	1,173	124
Quebracho wood ..	73,351	139,846
" extract .. ..	..	246
Meat meal .. ..	..	147
Total	220,489	352,737

The following are the receipts of the Santa Fé Custom-house during the years 1899-1900 :—

Custom-house receipts.

Year.	Amount.	
	Currency.	Sterling.
	Dol. gold.	£ s. d.
1899.. ..	66,245·25	13,143 17 7
1900.. ..	69,349·39	13,759 16 0

NOTE.—At the exchange of 5·04 dol. gold to the 1*l*. sterling.

Foreign commerce has been distributed as follows during the years 1899-1900 :—

Country.	1899.		1900.	
	Currency.	Sterling.	Currency.	Sterling.
	Dol. gold.	£ s. d.	Dol. gold.	£ s. d.
United Kingdom...	141,472·18	28,069 17 4	475,626·83	94,370 8 0
Germany	283,716·09	66,292 19 4	631,791·24	125,355 8 0
Italy	30,298·90	6,011 13 9	89,155·09	17,889 10 0
France	9,383·61	1,861 16 2	297,791·94	69,085 14 0
Russia	8,627·36	1,711 15 6	9,648·13	1,914 6 0
Belgium	701,261·33	139,139 3 1	392,046·71	77,906 1 0
Austria-Hungary ...	6,545·27	1,298 13 3	...	...
United States of America	19,415·35	3,852 5 0	140,678·69	27,892 10 0
Sweden	106,388·78	20,910 9 3	65,243·68	12,945 3 0
Holland	693,998·08	117,856 16 2	1,114,370·49	221,105 5 0
Spain ... ..	...	...	49,629·92	9,847 4 0
Brazil ... ..	...	...	47,048·00	9,334 18 0
Orders	3,316,678·81	658,071 4 5	3,687,212·68	731,590 0 0
Total	5,216,766·16	1,035,076 12 3	7,000,743·38	1,389,036 7 0

NOTE.—At the exchange of 5·64 dol. gold to the £1. sterling.

CORDOBA.

Mr. Vice-Consul D. Munro reports as follows :—

Agriculture.

The area cultivated in the province has reached 1,250,000 hectares*, made up as follows :—Wheat, 700,000 hectares; lucerne, 300,000 hectares; linseed, 100,000 hectares; maize, 120,000 hectares; vineyards, 1,500 hectares; and the remainder barley, tobacco, potatoes, &c. The southern and eastern departments of the province produce all the linseed, and 90 per cent. of the area sowed with wheat is in those departments. The greater part of the cereals exported is shipped from the port of Rosario after being transported by rail over an average distance of 230 kiloms. (142 miles). The wheat crop for the year under report is estimated at 500,000 tons, and that of linseed 80,000 tons. The prices obtained are higher than the previous year, ranging from 5 dol. c.l. to 5 dol. 60 c.† per 100 kilos.‡ for wheat and from 10 dol. c.l. to 11 dol. 50 c.l. for linseed.

Lucerne grown in the southern part of the province is exported to Brazil, Europe, and South Africa, the quantity exported in 1900 being about 125,000 tons.

Cattle.

Horned cattle bred in the province may be divided into groups of 9,000 special breed, 220,000 half-bred, and 1,800,000 ordinary stock; horses 1,300 special, 20,000 half-bred, and 420,090 "criollos"; sheep 35,000 special, 1,300,000 half-bred, and 1,650,000 ordinary stock. The other principal items are 750,000 goats, 100,000 hogs, 90,000 mules, and 20,000 donkeys.

The predominating type of half-bred horned cattle is the Durham.

Exportation.

The principal items of export are cattle, wheat, linseed, maize, flour, lime, limestone, lucerne, timber and posts, horns, bones, hides, and grease.

* 1 hectare = 2·47 acres.

† Exchange, 11·60 dol. per £1.

‡ 1 kilo. = 2·2 lbs.

Importation is limited principally to groceries, dry goods, hard-ware, drugs, wines, and liquors. Importation.

Internal commerce of the province is carried on by 5,238 houses, of which 1,536 are situated in the capital (City of Cordoba), representing a working capital of 32,500,000 dol. national currency (2,826,000L.). About five-eighths of the commercial houses are in the hands of foreigners (mostly Spanish and Italians), and three-eighths Argentine. 238 of the commercial houses are insured against fire for a total of 6,373,000 dol. national currency (554,170L.). Internal commerce.

The population of the province is estimated at 400,000, of which 65,000 reside in the capital, 12,000 in Rio Cuarto, 6,000 in Belle Ville, 4,000 in San Francisco (eastern frontier), 4,000 in Marcos Juarez, and 3,500 in Villa Maria, these being the principal towns. In the southern and eastern (that is agricultural districts) departments the foreign population is predominant, the Italian colonists forming about 79 per cent. of the foreign element. Population.

The industrial establishments in the province number 1,930, of which 557 are in the capital. Of the latter the principal establishments are the Cordoba Light and Power Company, the National Factory of Carbide (of which special mention will be made further on in this report), two flour mills, one manufactory of oil, three steam saw-mills, four ice factories, five vermicelli factories, eight of soap and candles, five of boots and shoes, one of paper and paste-board, four of paste-board, four of starch, two of artificial fireworks, two hat factories, one of soda, mineral waters, &c., one of chocolate, one match factory, and seven lime kilns. Industries.

In the Cordoba Mountains there are nine granite quarries, two marble and 11 limestone quarries; also there are working 10 silver and lead mines, three copper, one manganese, one gold, and six wolfram mines.

In the province there are 19 tanneries, 15 creameries, four dyeing establishments, 10 printing establishments, 22 flour-mills run by water-power, 17 by steam-power, and one by electric power, six tobacco and cigar manufactories, one of hydraulic lime, 19 machine shops, four foundries, and 81 wine factories.

The Cordoba Light and Power Company, Limited, was formed on March 30, 1896, in the City of Portland, Maine (United States), to acquire the right of utilising the water force of the Rio Primero in Cordoba. The authorised capital is 1,000,000 dol. divided in 10,000 shares of 100 dol. each. Cordoba Light and Power Company, Limited.

The Cordoba Government by law dated December 23, 1893, conceded to Messrs. F. Mackinlay and Co. the right to use the waters of the Rio Primero in the part of its course comprised between the tunnel of the Cordoba and North-Western Railway, and a point 5 kiloms. (about 3 miles) above the Mal Paso dam, for generating electricity and conduct it by cables to the City of Cordoba (30 kiloms. or say 18 miles) and any other points in the valley of the River Primero, having the right to cross all fiscal lands with their cables without paying rent or indemnity. The term

of this concession was fixed at 25 years counting from the date of commencement of the construction works. The contract concession was formally approved by decree of the Cordoba Government of May, 1895, and in October, 1896, the concession was transferred to the "Cordoba Light and Power Company," the transfer being recognised and approved by Government Decree of October 2, 1896.

In compensation for the concession granted, the Cordoba Government is to receive, during the last 10 years of the contract, 5 per cent. of the net earnings of the company, and has reserved the right to acquire the property at the expiration of the contract by purchase at a valuation plus 20 per cent. of the value so determined. If the Government should not take advantage of the right of purchase, the company will continue to work the property paying the Government 5 per cent. of the gross receipts during the first five years, this proportion to be increased by 5 per cent. every five years until a maximum payment of 30 per cent. of the gross receipts shall be reached. The company is exonerated from payment of municipal taxes for a period of 10 years. The president of the company is Mr. T. N. Vail of New York, and the legal representative in the Argentine Republic, Mr. C. R. Thursby of Buenos Ayres. The system of the plant is alternating current with 60 cycles, having a voltage of 10,000 volts at Bamba, brought down to 2,000 volts at the Transformer Station in Cordoba, for the city lines, and afterwards again transformed down to 115 volts for the houses.

The present installation at Bamba gives 1,500 horse-power, and the company is now adding a further installation of the same amount, thus bringing the total saleable power to 3,000 horse-power. This will still leave room for a third flume pipe which, when added, will increase the power to 4,500 horse-power.

The company supplies power to some 52 factories, bakeries, mills, &c., the motors thus in use giving an aggregate of about 550 horse-power.

The company also supplies power to the new carbide factory for heating their ovens. At present—until the extensions are completed—the company only gives them what power they have available (surplus—up to full load), but later on they will use up to 1,500 horse-power.

There are now about 700 to 800 private houses, shops, &c., lighted by electric light in Cordoba, giving a total of about 8,500, equivalent to 16 candle-power lamps.

The streets of Cordoba are lighted by 230 municipal lamps, 90 per cent. of which are 2,000 candle-power direct current arc lamps, the current being changed from alternating to direct by means of synchronous motors and dynamos in the company's works at Cordoba.

Carbide of
calcium
factory.

The carbide of calcium factory, the property of Messrs. Mann, George and Company, Limited, of 23, Lime Street, London, is situated to the south of the city of Cordoba at a distance of about 2 miles, near the Malagueño Railway. The capital invested

is 30,000%. The buildings are of brick, roofed with corrugated iron.

The motive power is electricity supplied by the Cordoba Light and Power Company, and the present installation is built to consume 1,000 horse-power.

The machinery, received mostly from France, consists principally of:—

Four large transformers for the furnaces (one for each furnace); one small transformer for the accessory machinery; two small transformers for the table of distribution of power; crushing and mixing machines for the primary matter; breaking and sifting machines for the carbide; mixing machines for the agglomerates for the electrodes; a full set of machines for making drums for packing carbide; carpenter and ironworker's shops and smithy.

There are four furnaces, only two of which are now working for want of the necessary motive power, and there are two ovens for baking the electrodes.

The present output is about 25 tons of carbide per month, which will be increased to 100 tons as soon as the requisite electric power is obtained.

The electrodes are made of electric carbon obtained from Germany, and which are cemented together at the factory with pitch and coal-tar obtained from the United Kingdom and coke obtained from Rosario.

The factory was inaugurated on October 20, 1900, and started work on January 1, 1901. The number of hands employed varies from 35 to 40.

The primary matters used in making the carbide are lime which is obtained from the quarries at Malagueño, brought to the factory over a distance of about 15 miles by the Malagueño Railway, and anthracite small coal obtained from the United Kingdom.

The director of the factory states that the quality of the carbide is superior to that imported and the demand good and increasing.

Another carbide factory is about to be constructed in the Cordoba mountains alongside of the Cordoba and North-Western Railway Company's track near Casa Bamba Station, the initiator being a Señor Molet of Buenos Ayres, who is raising the capital in this Republic. The machinery for this factory is now in the custom-house in Buenos Ayres ready to forward to Cordoba.

A dam is being built across the River Primero at the place above mentioned to obtain the necessary head of water for the supply of electric power which will be utilised by this factory.

The principal of the public works are the irrigation works. **Public works.**
The San Roque dam, constructed in the years 1886-90 (at a cost of 4,260,000 dol. national currency (414,000%)) in a gorge in the mountains some 25 miles from the city, holds the waters of the River Primero and has a capacity of 260,000,000 cubic metres of water, which, distributed by the irrigation canals, irrigates a maximum area of 40,000 hectares (say, 99,000 acres).

The Rivera Indarte Theatre, constructed in 1891 at the expense of the Government, is one of the largest and most luxurious theatres in the Republic.

The Penitentiary, partly finished, and on which work has been suspended during the last decade, has cost 873,000 dol. (76,000*l.*).

The Las Heras Park, laid out on the left bank of the River Primero, cost 258,000 dol. (22,400*l.*). The water and gasworks, municipal property, cost 867,000 dol. (75,400*l.*). In the construction of school buildings in the city of Cordoba, the Government has spent during the last 10 years a sum of 350,000 dol.

In 1898 the municipality invested a sum of 139,000 dol. (12,000*l.*) in the canalisation of a short section of the River Primero within the city boundary, and the construction of a stone dam for the purpose of forming a lake for regattas, but owing to lack of the provision of means for keeping the lake bed clean it has silted up completely and there is a project under consideration for destroying the dam.

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ARGENTINE REPUBLIC.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF THE CONSULAR
DISTRICT OF BUENOS AYRES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2480.

*Presented to both Houses of Parliament, by Command of His Majesty,
JUNE, 1901.*

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NOTE.—Weights and values given in this report are, unless otherwise specified, taken at:—

1 kilogram	=	2½ lbs.
1 hectare	=	2½ acres.
5 dol. gold	=	1 <i>l</i> .
10 dol. paper..	=	1 <i>l</i> .

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Reference to previous Report, Annual Series No. 2480.

*Report on the Trade and Commerce of the Consular District of
Buenos Ayres for the Year 1900*

By MR. ACTING-CONSUL HANKIN.

(Received at Foreign Office, May 9, 1901.)

The past year has, on the whole, been a fair one for the trade and commerce of the Argentine Republic. The various figures and tables in the following pages show a falling-off in the value of both imports and exports to and from the Republic, though values alone, as is explained later on, cannot be taken into consideration as showing a true condition of trade in this Republic. The wool industry is a sufficient and convincing example of this point; during the latter months of 1899, the price of wool being so high, an enormous quantity, about three-quarters of the clip, I believe, was shipped out of the country, and this naturally helped to swell the export value of that year. During the past year a heavy fall took place in the value of wool, and in consequence some of the 1899 clip and the whole of the 1900 clip remains here waiting a rise in price. The value of wool at present stored in this country is estimated at some 8,000,000*l.* sterling. The closing of the British and European ports to the importation of live-stock from the Republic is another factor which accounts for the decrease in the value of exports. Sugar, too, though a bounty-fed article, shows a falling-off in the quantity exported. Flour, owing to one cause and another also shows a decline in the value exported. Many of the remaining exports from this country show an increase in quantity and presumably in value. The linseed crop of the past year has been exceptional and unprecedented and the enormous export of this crop must be put to the benefit of the Republic. The maize crop is expected to be double that of 1899. The wheat crop of 1899-1900 was the largest ever exported. The weather during the winter of the past year, from June to October, was excessively wet and the inundations over the whole country, and especially the province of Buenos Ayres, wrought sad havoc with farmers in loss of stock and farm produce generally. The breaking out of foot-and-mouth disease was another incident to be deplored, not so much from the consequent mortality, which was comparatively light, as from the closing of foreign ports to Argentine live-stock

shipments. The financial condition of the country, as a whole, is as good as it was a year ago. At the moment of writing this report some bad failures have occurred here, one of them, owing almost entirely, it is said, to the drop in the value of wool. The stability of the paper currency throughout the whole year in its ratio as compared to gold should have borne good fruit and assured a certain amount of confidence among merchants. The keen competition of Germany and the proportionate percentage of gain in the value of imports from that country may be considered as an incentive, rather than a drawback, to British merchants, who undertake to spend time and money in meeting it, but unless this energy is shown, Germany's trade with this country will increase to the detriment of British trade. The United States, too, has a strong hold upon this country in certain kinds of goods, in some a monopoly. The growth of and improvements in the city of Buenos Ayres is, by the casual observer, often taken to mean corresponding growth or improvement over the whole Republic; this is not, however, the case, and what this country needs is population. The questions involved in this great problem are being studied more closely by the Argentine Government each year, but beneficial emigration to this country can only be secured when it is shown that the emigrant is able to do better here than elsewhere under similar conditions.

The various branches of trade and commerce are dealt with under their respective headings in the course of this report, and remarks on the possibilities of this Republic as a field for the emigrant of the upper classes with capital is touched upon.

Imports.

The falling-off in the value of imports is a symptom, of course, not appreciated in foreign markets, and shows perhaps that the country is, as a whole, well supplied for the moment with goods and that merchants are not importing more until these stocks are sold. The value of imports cannot, however, in one single year, as compared with a preceding one, be taken to bear evidence for or against the prosperity of a country such as the Argentine Republic. A close examination into the import returns for the past year shows that in some cases the value of the articles imported is less than in 1899 though the quantity is greater or *vice versa*. The value of the imports of cattle, sheep and mules shows a falling-off, which can be attributed to the closing of Argentine ports and the strict regulations imposed by the Argentine Government against the import of live-stock for a part of the year.

Comparison of value and quantities with previous year.

To specify some of the articles imported I find that in refined sugar there has been an increase of 6,066 lbs., but a decrease in the value of 13,060*l*. Spices show a falling-off of 1,162 tons and 49,074*l*. in value. Rice shows a falling-off of 1,290 tons and 20,646*l*. in value. Tea shows an increase of 274 tons. Raisins show a decrease of 68 tons and a decrease in value of 2,531*l*. Coffee shows an increase, but in 1899 the value of coffee is returned at 60*l*. per ton, whereas in 1900 the value is only 41*l*. per ton, which makes a decrease in the value of the coffee imported this year of 76,949*l*. as compared with that of the pre-

ceding year, though the amount imported is 263 tons more. Liquors and spirits show an increase in value of 53,143*l.*, though in some of the various liquors imported there has been a decrease in quantity; the supposition is therefore that the quality is better. Whiskey, bottled, shows an increase of 4,689 dozen and 274 gallons in cask. Bottled beer shows an increase of 12,109 dozen. The value of silk imported shows an increase of 21,945*l.*, silk ribbon shows an increase of 3,393*l.* Silk cloth shows an increase in quantity of 11,123 lbs., but a decrease in value of 6,393*l.*; silk and wool show a decrease of 8,568*l.*, and silk, wool and cotton fabrics a decrease of 7,266*l.* Singlets show an increase in value of 3,745*l.* Spun wool has an increased value of 15,529*l.*, but a decrease in quantity of 36,290 lbs. Silk socks show an increase of 271 lbs., but a decrease in value of 682*l.* Ready-made clothing shows an increase of 8,310*l.*, felt hats an increase of 12,244*l.*, soft wool hats of 6,399*l.*, and felt for making hats locally shows 6,367*l.* less in the value imported, which does not speak well for the output of the local hat factories. Blankets show a decrease in value imported of 7,100*l.* Gloves show an increase in quantity of 2,112 lbs. but a decrease in value of 716*l.* Towels show an increase in quantity of 24,375 lbs., but a decrease in value of 3,901*l.* Linen handkerchiefs show a decrease in value of 4,418*l.* Linen and cotton sheeting a decrease of 11,200*l.* in value. Oils show an increase of 47,845*l.* Linseed oil an increase of 2,187*l.* Kerosene an increase of 132,226 cases and an increase in value of 36,973*l.* Paper pulp shows an increase of 1,137 tons, but a decrease in value of 2,473*l.* Perfumery a decrease of 906 boxes, but an increase in value of 583*l.* Patent medicines show an increase of 23,000*l.* The value of gunpowder imported amounts to 98,848*l.* Sulphate of copper shows a decrease of 67,367 lbs. weight, but an increase in value of 653*l.* Hessians a decrease of 9,413 tons and 589,490*l.*

A sufficiently large number of articles with their increase or decrease in value and quantity have been quoted to show that from the values alone of imports the trade of this country cannot be gauged as to the amount actually spent thereon, and, when it is remembered that the value of all these articles is placed here by the custom-house valuers for appraisement for duty, not on the invoice value, which is presumably the amount actually paid for the articles in question at the point of shipment, but on what is called the "official value," it may readily be seen that the values given for the imports may differ very materially from year to year and yet the trade of the purchasing country is in no real way affected thereby except on paper. It is well to remark that the increase or decrease quoted in value can in no way be taken as giving an approximate value by itself of the cost per lb. or ton of the article quoted; the total quantities and values being necessary for this deduction to be made accurately.

The following figures show the value of imports into this Republic by quarters from the year 1896 in million of pounds sterling :---

(787)

A 3

Official
valuation of
imports.

Quarterly
return of
import values.

Year.	Value in Millions.	
	Merchandise Subject to Duty.	Merchandise Free of Duty.
1896—		
1st quarter	4.8	.76
2nd „	4.2	.54
3rd „	5.2	.64
4th „	5.4	.62
1897—		
1st quarter	5.0	.76
2nd „	3.5	.58
3rd „	4.1	.58
4th „	4.5	.60
1898—		
1st quarter	4.6	.58
2nd „	4.0	.66
3rd „	5.6	.58
4th „	4.5	.88
1899—		
1st quarter	5.2	.76
2nd „	4.9	.64
3rd „	5.2	.82
4th „	5.1	.74
1900—		
1st quarter	6.0	.90
2nd „	3.9	.44
3rd „	5.3	.88
4th „	4.0	1.18

The falling-off in the value of both classes of merchandise in the second quarter of the past year is tremendous, and in the last quarter the increase in the value of merchandise imported free of duty is apparent and the highest on record; the variations in values imported during the four quarters is indicative of fluctuating trade. There is, however, another item which might be called the “invisible” value of imports, that is, the freight paid for the carriage of merchandise into this country, and a glance at the return of shipping, Annex D, will show what proportion of that “invisible” value is earned by the British shipowner in comparison with others.

Imports.
Table of
certain
articles.

The table given and marked as Annex A was compiled through the courtesy of the Statistical Department, these figures usually not being published for some months after the termination of the year. The values are given in sterling and show the countries whence these articles arrive. The totals given for each country and each article are in themselves explicit enough to show the bent of trade with this Republic and the countries mentioned in the articles designated.

The total value of imports into the Argentine Republic amounted during the year 1900 to 22,697,014*l.*, as compared with 23,370,134*l.* in 1899; these items are exclusive of bullion which was valued at, for 1900, 1,441,911*l.*, and for 1899 at 482,752*l.*

The value of imports subject to duty amounted to 19,300,490*l.*, of those admitted free of duty to 3,339,652*l.*, being a decrease of 1,115,657*l.* for the first mentioned as compared with 1899, and an increase of 442,537*l.* on the latter as compared with the previous year.

The following table shows the value of imports and exports entered at the custom-house at Buenos Ayres during the year 1900 as compared with the preceding one:—

Year.					Value.	
					Importation.	Exportation.
					£	£
1900	..	..	..	..	19,768,858	13,806,515
1899	..	..	..	..	20,371,957	20,150,487

from which it may be seen that there was a decrease of 603,099*l.* in the year 1900 in the imports and 6,343,972*l.* in the exports, as compared with the year 1899. The value of articles imported into the port of Buenos Ayres bears a ratio of 87·09 per cent. of the total imports of the Republic, and of those exported from it a ratio of 44·65 per cent. of the total exports of the Republic.

The total imports for the year 1900 show a decrease of 2·8 per cent. when compared with the value of the imports for 1899.

The value of merchandise exported from the Argentine Republic during the past year subject to duty amounted to 11,233,875*l.*, of merchandise free of duty, 19,686,207*l.*, that of bullion to 696,168*l.*, or a decrease of 8,939,809*l.* over the amount of the first mentioned as compared with the value exported in 1899, and an increase in free goods of 2,876,385*l.*, and an increase during the year 1899 in bullion of 562,165*l.* over the past year. From the foregoing figures, excluding the bullion, it may be seen that there is a falling-off in the total value of exports of 6,063,423*l.*, as compared with the value exported in 1899. Adding this to the decreased value of the imports, we find that there has been a total loss in trade values to the whole Republic of 6,736,548*l.*, as compared with the year 1899. The total exports for 1900, when compared with the year 1899, show a falling-off of 16·3 per cent.

The following figures show the quarterly value of the exports in millions of pounds sterling since the year 1896:—

Quarterly
return of
value of
exports.

Year.					Value in Millions.
					£
1896—					
1st quarter	..	..	..	..	7·8
2nd "	..	..	..	..	6·2
3rd "	..	..	..	..	4·1
4th "	..	..	..	..	5·2
1897—					
1st quarter	..	..	..	..	8·7
2nd "	..	..	..	..	4·8
3rd "	..	..	..	..	3·1
4th "	..	..	..	..	4·3
1898—					
1st quarter	..	..	..	..	8·8
2nd "	..	..	..	..	7·5
3rd "	..	..	..	..	3·7
4th "	..	..	..	..	6·7
1899—					
1st quarter	..	..	..	..	9·5
2nd "	..	..	..	..	8·3
3rd "	..	..	..	..	5·7
4th "	..	..	..	..	13·4
1900—					
1st quarter	..	..	..	..	10·5
2nd "	..	..	..	..	8·3
3rd "	..	..	..	..	5·6
4th "	..	..	..	..	6·4

The fourth quarter of 1899 bears a higher ratio than any quarter before or since, and the last three quarters of this year show a decided falling-off.

Percentage of
trade.

The following table shows the percentage of trade carried on with Argentina during the year 1900, as compared with 1899, by the countries named for both imports and exports:—

Country.	1900.		1899.	
	Imports.	Exports.	Imports.	Exports.
	Per cent.	Per cent.	Per cent.	Per cent.
United Kingdom ..	34·1	15·5	37·3	11·8
Germany	14·7	13·0	11·1	15·9
Italy	13·1	2·8	11·8	2·7
United States ..	11·9	4·5	13·2	4·1
France	9·6	12·3	9·4	22·4
Belgium	7·4	11·6	8·1	13·2
Brazil	3·3	4·0	4·1	3·2

The following table gives the gain or loss designated by plus or minus sign comparing the two past years:—

Country.	Increase or Decrease.	
	Imports.	Export.
	Per cent.	Per cent.
United Kingdom	- 11.4	+ 9.9
Germany	+ 28.1	- 31.8
Italy	+ 8.3	- 12.6
United States	- 13.1	- 10.2
France	- 7	- 54.1
Belgium	- 10.4	- 26.5
Brazil	- 22.1	- 12.1

It may thus be seen that the only two of the above named countries whose trade with this Republic has increased during the past year are Germany and Italy. The percentage of gain for Spain in imports has been 15.4 per cent. and exports 52.8 per cent. The loss in the value of the exports of pastoral products as compared with 1899 amounted to 8,818,604*l.*; the gain in the exports of agricultural products to 2,454,071*l.*; in timber products a gain of 260,000*l.*; in various other products a gain of 81,108*l.*

The table marked Annex B shows the value of the imports and the exports from and to the countries designated therein, together with the value of the increase and decrease as compared with the year 1899, and the balance of trade for or against this Republic. Exports and imports, tables of.

Annex C, taken from the "Review of the River Plate," gives the destination and quantity of the principal exports from this Republic for the year 1900 and a comparison of the totals of that and of the previous year.

The lighting of the channel by means of luminous buoys has resulted in permission being granted for vessels to leave the port at night-time. Shipping.

The table marked Annex D gives the nationality, the number and tonnage of all vessels entering and leaving this port. By a comparison with the return of British shipping for the year 1899 it may be seen that 242 fewer vessels entered this port in 1900 than in the previous year, with a corresponding decrease in tonnage. This loss is made up by 24 sailing vessels and 218 steamers, and may be attributed mainly to the closing of foreign ports to Argentine livestock shipments, together with the stoppage of shipments of horses for South Africa by the British Remount Commission. Other countries' tonnage has not varied in the same proportion as British tonnage; that of Germany shows an increase of 25,000 tons. It may be seen that the British tonnage entering and clearing from this port exceeds that of all the other nations put together.

The Hamburg-South American Company has obtained from the Government a concession to put a line of steamers into the trade between Buenos Ayres and the southern ports of the Republic. This line will run in connection with the line of that New steamship line.

company already established between Buenos Ayres and European ports, and the first steamers will start a bi-monthly service. No subsidy is asked for from the Government, only the guarantee that no other line shall put on opposition boats. This is a service which will in time become very important and will open up a country rich in arable and pastoral resources, but as yet held back from any great development simply for the want of adequate means for transportation. A new line of steamers has also been started to trade between Barcelona and Buenos Ayres.

The following figures show the increase of tonnage entering this port year by year since the year 1889 :—

Growth of
shipping at
Buenos
Ayres.

Year.						Registered Tonnage.
1889	..	..	..	..	..	3,804,037
1890	..	..	..	..	..	4,507,096
1891	..	..	..	..	..	4,546,729
1892	..	..	..	..	..	5,475,942
1893	..	..	..	..	..	6,177,819
1894	..	..	..	..	..	6,866,123
1895	..	..	..	..	..	6,894,934
1896	..	..	..	..	..	8,115,547
1897	..	..	..	..	..	7,365,405
1898	..	..	..	..	..	8,106,950
1899	..	..	..	..	..	8,741,935

NOTE.—These figures include the river and coasting trade.

Grain
elevators.

Grain elevators are shortly to be built in this city by the Buenos Ayres and Rosario Railway and the Central Argentine Railway Companies. The project is one which is not a day before its time and an improvement that will benefit British shipping and the port very materially. These elevators are to be erected on the south side of Dock No. 2 ; their capacity is to be about 100,000 tons ; vessels will be loaded more quickly than heretofore, being able to come alongside the elevators. Steamers now often going to up-river ports to load will be able to obtain their cargoes here, the cost of freight to Buenos Ayres by railway being, it is presumed, calculated to be under that of the cost of freight and expenses of a steamer to up-river ports. The expenses caused by vessels going up in ballast to load and delay in loading at those ports plus possible delay caused by heavily-laden steamers getting into shallow water in a falling river will thus be saved. It is contended that elevators might be advantageously situated at various points of the river close to the wheat-growing districts, and thus a second handling of the grain be avoided. One of the principal results of the erection of elevators in this port will be the facilities afforded for the loading of grain in bulk and thus a saving of time and expense for all concerned. I feel safe in asserting that in a few years from now no more wheat or maize will be shipped from this port in bags than is absolutely necessary to fulfil the loading regulations prescribed by the authorities.

According to data collected in the provinces by the Agricultural Department, the crop of linseed for this year will give the following results:—

Province.					Quantity.
					Tons.
Buenos Ayres	..	..	..	..	100,000
Santa Fé	..	..	..	..	250,000
Cordoba	..	..	..	..	107,000
Entre Rios	..	..	..	..	24,000
Total	..	..	..	..	481,000

From this amount some 30,000 tons, which are kept for home use, have to be deducted, leaving about 451,000 tons for export.

This Republic, according to official information, now supplies half the linseed consumption of the world, and having taken Russia's place, ranks first amongst the linseed-producing countries.

223,000 tons were exported in 1900, being the crop of 1899, or less than half the quantity in the country for export this year.

Taking the average price at 10*l.* per ton, this oil-producing crop represents to the country nearly 5,000,000*l.*

The following figures give the number of acres sown with wheat and linseed during last year; the yield for wheat is much less than the previous year, for linseed much better. The extraordinary wet winter has caused the wheat to outgrow its strength and to run to straw; this has, however, been beneficial to linseed, and a larger amount of this crop will be exported this year than ever before in the history of the Republic; the price, too, of the latter has been better than in former years. In some of the provinces, however, the area sown with wheat and linseed is more than that which will be reaped. The province of Buenos Ayres has suffered more severely, perhaps, in proportion, from floods than other provinces, and a great number of sheep and cattle have been lost in consequence:—

SEASON of 1900-01.

Provinces.					Area Sown with—	
					Wheat.	Linseed.
					Acres.	Acres.
Santa Fé	..	..	..	..	3,707,135	870,695
Buenos Ayres	..	..	..	..	2,292,500	271,710
Cordoba	..	..	..	..	1,566,500	228,975
Entre Rios	..	..	..	..	703,237	147,000
Other provinces	..	..	..	..	180,000	..
Total	..	..	..	..	8,449,372	1,518,880

With regard to linseed the following remarks are interesting, they are taken from "The Review of the River Plate":—

"The seed is sown in the late autumn and early winter months, from April to June, according to the part of the country in which it is sown. Farmers provide their own seed, and this is generally some that has been kept over from the previous harvest, and it is due to this system on the part of farmers of harvesting and re-sowing and never changing the seed that prevents crops from being as plentiful and well-developed as they would be if a constant change of seed were made. The majority of farmers contract their crops before the crop is harvested, either at a fixed price, or at a price to be fixed at the time of delivery. Harvesting commences in the northern provinces in October, and extends until January and February, according to the district. The receipts of seed as published in our statistical tables do not represent the entire crop, but only that portion arriving at ports of export. The seed that finds its way to oil mills does not as a rule go to the ports. From 10 to 15 per cent. of the crops is used for manufacturing purposes."

State of the
1900-01 crop
of linseed and
wheat.
Province of
Buenos Ayres.

The following remarks taken from a report made in December last by Mr. Emilio Lahitte, Chief of the Division of Agricultural and Rural Statistics in the Ministry of Agriculture, are interesting. They apply solely to the province of Buenos Ayres, and are made from personal observation:—

"A harvest of wheat can be considered good when it produces an average of $17\frac{1}{2}$ bushels per acre; that of linseed when it produces 880 lbs. per acre. This is the average which is obtained from countries where more attention is paid to agriculture, and where agricultural practices are more perfected than in ours. . . . The highest average returns which have been obtained in countries extensively cultivated do not exceed 44 bushels per acre. In the province of Buenos Ayres yields of 44 to $51\frac{1}{2}$ bushels per acre for wheat, and 2,200 to 2,464 lbs. per acre for linseed have been made, but alongside of these beautiful examples of the fertility of our soil obtained by constant labour on the part of a few intelligent farmers, are to be found returns as low as from 352 to 264 lbs. per acre, bringing the average yield down to from $11\cdot40$ to $13\cdot20$ bushels per acre. Undoubtedly not only are bad agricultural practices responsible for these low returns, but also the variations of climate, which have a very marked influence on the increase or decrease of these yields. But notwithstanding these circumstances, which it is impossible to foresee, be the year good or bad, harvest returns are lowered or lost owing to the ignorance or negligence shown by a part of the farmers who are careless of the rudimentary elements of practical agriculture."

The marvellous returns of wheat produced in the 1899-1900 crop would, however, it seems to me, tend to bring out in greater prominence the suitable season as a resultant factor in the ultimate out-turn of the crop of wheat, rather than a careful or careless system of farming spoken of by Mr. Lahitte.

Cultivation of
wheat and
linseed.

From an extensive report furnished to the Agricultural

Department by Mr. Larguiá respecting the cultivation of wheat and linseed in the province of Buenos Ayres, the following items are translated. The yield of wheat in the districts where cultivation may be said to have been thoroughly established appears to be on an average per acre 17·60 bushels and for linseed 14·66 bushels. This return of wheat is 6·13 bushels per acre in excess of the average yield for the whole wheat-growing area of the Republic. In particular and well chosen places of the province as much as 30 bushels to the acre for wheat and 19 bushels for linseed have been obtained. Taking districts where cultivation has not yet attained its best, the yield of wheat drops on an average to 12 bushels per acre.

The following table shows the exportation of wheat in tons from this Republic from the year 1892 until 1899:—

Year.						Quantity.
						Tons.
1892-93	..	..	..	..	..	470,100
1893-94	..	..	..	..	..	1,008,706
1894-95	..	..	..	..	..	1,608,200
1895-96	..	..	..	..	..	1,010,200
1896-97	..	..	..	..	..	532,000
1897-98	..	..	..	..	..	101,000
1898-99	..	..	..	..	..	645,100
1899-1900	..	..	..	..	..	2,273,500

From the official report of the Ministry of Agriculture the following figures are extracted concerning the wheat harvest of this year in the Republic:—

Provinces.	Area Sown with Wheat.	Yield per Acre.	Quantity.
	Acres.	Bushels.	Tons.
Buenos Ayres	2,875,000	16·41	1,207,500
Cordoba.	1,409,850	14·93	563,940
Santa Fé	3,707,135	9·33	900,000
Entre Rios	703,237	5·23	100,000
Average yield per acre .. .	..	11·47	2,771,440
Other provinces and territories	..	..	100,000
Total .. .. .	..	..	2,871,440
Local consumption in flour .. .	..	..	600,000
Wheat exported in flour .. .	..	..	80,000
Seed for home requirements .. .	..	..	200,000
	..	..	880,000

Leaving, according to these figures, slightly under 2,000,000 tons as available for export. Since the compilation of these figures, however, the Entre Rios and Santa Fé crop has not turned out anything like the amount credited to it as a probable yield, hence the

amount given as available for export is not, in my opinion, likely to be realised, and 1,250,000 tons as the result of this year's harvest is likely to be nearer the actual amount available for export.

Crop returns,
1899-1900.
Annex E.

The harvest in the Argentine Republic takes place during the months of December and January, and better estimates of crops are not obtainable until May or June following, so that the figures given in Annex E, taken from the report of the Statistical Department of the Ministry of Agriculture, are of interest though applicable to last year's harvest. The present season's crop is now beginning to be shipped, and accurate figures of returns from each particular district are not yet available though an estimate of the whole crop is given. During the harvest of 1899-1900 3,253 thrashers were at work in the provinces of Cordoba, Entre Rios, Santa Fé, and Buenos Ayres. In the national territories and provinces not mentioned in the table, Annex E, the crop is put down at 60,000 tons.

Argentine
agricultural
students.

The exportation of maize is this year expected to be double that of last year, and of excellent quality. It is, perhaps, not out of the way to remark in connection with the advantages to be derived from a better system of maize cultivation that there are seven Argentine students at the Guelph Agricultural College, Canada, making a study of methods of farming as employed there with a view to using and imparting the knowledge they may gain there to the improvement of agricultural methods in vogue in this Republic. But the utter dissimilarity of the two countries' climatic conditions is against much similarity of methods being followed.

Wool,
reduction
of export
duty.

The following extract translated from a Presidential Decree puts the status of the wool producers of this Republic in a very clear light:—

"Having regard to the fact that the persistent low price of wool has caused a paralysis in the commerce of that important branch of production, and that it is the duty of the National Government to favour, so far as possible, the realisation of the pastoral products exported, and considering—

"1st. That the export duty on wool is 4 per cent. on the tariff value.

"2nd. That this value, 3 dol. gold (12s. 6d.) per 10 kilos. (22 lbs.) was fixed on February 1 last, whereas the present average value on embarkation does not exceed 2 dol. gold (8s. 4d.) so that the duty represents an increase of the duty from 4 to 6 per cent.

"3rd. That notwithstanding the sacred obligations imposed on the Government by the service of amortisation of the foreign debt which have to be fulfilled during this year, it is preferable to ask Congress to provide other resources for it, in case the ordinary revenues should not suffice.

"The Vice-President in exercise of the Executive Power decrees—

"1st. From February 1 next the value of 2 dol. gold (8s. 4d.) per 10 kilos. (22 lbs.) is fixed for wool referred to in the item No. 3,360 of the existing tariff of values.

"2nd. This value shall be considered as transitory while the present low prices are maintained."

The following tables show the number of bales and destination Wool, of the wool exported from this Republic during the past wool exports of season, viz., from October 1, 1899, to September 25, 1900, compared with an equal period of the 1898-99 season:—

Destination.	Quantity.	
	1899-1900.	1898-99.
	Bales.	Bales.
Dunkirk	158,449	218,222
Antwerp	116,648	66,471
Hamburg	45,442	91,619
Bremen	36,201	35,719
Genoa	10,318	7,852
United Kingdom	21,674	13,138
United States	21,613	11,391
Bordeaux	1,744	440
Havre	5,227	12,259
Marseilles	5,875	7,007
Barcelona	359	83
Rotterdam	496	..
Total	424,046	464,201

The differences between the exports of 1898-99 and 1899-1900 is 40,155 bales in favour of the former season's export.

The number of bales of wool exported since October 1, 1900, until December 31 last, are, taken from Messrs. Staudt and Co.'s circular of wool shipments, 46,360 bales.

The following table gives the number of bales and the destination of wool exported from October up to December 29, 1900, as compared with the quantity exported during the same period of 1899:—

Destination.	Quantity.	
	1900.	1899.
	Bales.	Bales.
Dunkirk	15,101	83,806
Antwerp	4,488	52,635
Hamburg	6,565	21,271
Bremen	1,761	20,162
Genoa	464	7,679
United Kingdom	7,946	12,776
United States	1,072	4,046
Bordeaux	257	1,268
Havre	148	2,436
Marseilles .. .. .	..	3,276
Rotterdam .. .. .	..	37
Total	37,802	209,392

The difference between these amounts shows a falling-off for the year 1900 of 171,590 bales, and speaks only too plainly of the utter collapse owing to the fall in prices in one of the staple products of the Argentine Republic.

Butter industry.

The butter industry has received somewhat of a stimulus recently, one company having exported 6,000 boxes lately. The exports for the year reach over 2,000,000 lbs., and it is a pity that the production of butter is not carried out on a larger scale in this Republic. Butter merchants in London are enquiring for Argentine butter, and it is only a question of time and of seizing opportunities for butter-making to become one of the staple industries of the Republic. Capital is, however, needed to establish depôts in places where the butter can be received as collected from small farmers, and there stored until a sufficient quantity is gathered to make up a shipment. In a country of great distances and comparatively restricted transportation facilities, perishable articles are naturally set aside and ignored, and preference given to articles more easy to be handled and shipped.

Cheese.

The cheese made in this Republic is already well known but its export has actually fallen off, while importation is increasing every year. Yet excellent cheese can be and is made at Carcaraña and in a dairy farm near Mar del Plata, the former in the American, the latter in the British fashion, both being far superior to Dutch cheese, which is also largely imported.

Flour exports.

The Argentine millers have been greatly concerned of late about the possibility of losing much of their trade in flour which is carried on with Brazil, owing to the keen competition offered in that market by North American flour. The question of the Brazilian tariff has resulted in a conference of Argentine millers to study the question and to take steps to protect their interests in the Brazilian market. North American flour is largely exported in barrels, and the necessity of these barrels for export of Argentine flour is evident when it is noted that the tariff of the Brazilian market makes distinction between duty payable on the method of packing of the flour imported. The first shipment of flour to Brazil in barrels was made this year but these were imported from the United States; it therefore behoves the Argentine exporter to manufacture his own barrels if he intends to ship flour packed in this way; the sacks generally used are said to be of inferior quality, and as a result the flour has suffered in transit; when Argentine flour arrives in as good a condition as when it was shipped, it is reputed as being better than the North American flour imported into Brazil.

Fibrous plants.

There is no doubt that this Republic has within itself wonderful resources for the production and working up for export of many fibrous plants, but unless the best machinery is imported and experienced men are employed in looking after the industry, which means outlay of capital, little or no good will be achieved. Many fibrous plants are indigenous to the country and the climatic conditions favourable for their development, but

with little or no coal in the Republic the country must at present be mainly devoted to pastoral and agricultural products.

The sugar crop though shorter this year than last is said to be richer in juice and, therefore, the actual return of sugar will be better than last year. It is calculated that from 70,000 to 75,000 tons will represent the export of the northern provinces for the year. About 90,000 tons are consumed locally. The net revenue from sugar to the Argentine Republic was in 1899, 270,680*l.*, the gross revenue derived was 636,130*l.*, the difference between these amounts being paid to the exporters as bounty. Thus, up to a certain point only is Argentine sugar profitable to the nation. Beyond that point it is beneficial only to markets outside the Republic.

The following remarks furnished to me by the courtesy of Messrs. Richards, Stevens and Whiting give more than a glimpse into the growing business of the export of quebracho and quebracho extract:—

Quebracho Colorado (red quebracho) is a hard wood which has been used with marked success in all the principal tanneries on the Continent of Europe for some eight or 10 years past and is now coming into general use in the United States of North America.

The following figures show how the export of quebracho wood from the Argentine Republic has increased during the last nine years, viz.:—

Year.						Quantity.
						Tons.
1893	..	..	..	..	..	29,700
1895	..	..	..	..	..	155,000
1900	..	..	..	..	..	225,000

The quebracho tree, known to exporters as Gran Chaco quality, is found in a large belt of forest which commences at the Fives Lille Station in the province of Santa Fé, and runs due north to the 26th parallel of latitude. This belt of quebracho forest is about 15 to 20 miles in width and is situated on the west bank of the River Paraná at a distance of several miles from this river. The largest works are at Calchaqui, Guampita, Espin, Vera, Colmena, Garaboto, Golondrina, and other stations on the line of railway recently purchased by a French company from the Santa Fé Government.

Quebracho Colorado is also found in Corrientes and the interior provinces of the Argentine Republic, but it contains a smaller percentage of tannin than the Gran Chaco wood and is, therefore, not exported, but a ready sale is found for it in the Argentine Republic for railway sleepers, piles for wharves and bridges and for rafters of buildings. The durability of piles and sleepers is vouched for by such authorities as Monsieur J. Courau, Director of the Santa Fé Railways and Herr Eduard Muller of Buenos

Ayres, and corroborated by the managers and engineers of all the principal English railway companies in the Argentine Republic.

The Gran Chaco wood, exported for tanning purposes, is shipped in the form of logs from which the bark and sap-wood have been peeled.

The advantage in the use of quebracho lies in the fact that the tanning process is quicker and cheaper than any other. The best Gran Chaco wood gives the leather a clear light yellow tint and considerably increases its weight. Very good results are obtained by mixing quebracho with hemlock, oak, gambier, and other tanning materials, and the expense of tanning sole leather is thereby considerably reduced.

The method of employing quebracho for tanning purposes is ably set forth by Herr Eduard Muller in his pamphlet on the subject and he gives the following:—

COMPARATIVE Analysis.

	Tannic Acid.	
	Per cent.	
Quebracho wood from the Gran Chaco ..	22	28
Empedrado	18	20
Santiago del Estero	10	17

The specific weight of the poorer kinds of quebracho wood is about 20 to 30 per cent. less than that of quebracho from the Gran Chaco.

German
factories for
quebracho
extract.

For some years the quebracho forests have been worked in a very primitive manner, but lately two important factories for the manufacture of extract of quebracho have been erected in the Argentine Republic with German capital, and are working night and day and giving splendid results, and British, French, and North American companies are now considering the advisability of putting up similar factories on a large scale.

Experiments have been made in Germany, France, Spain, and the United States with quebracho sleepers for railways, and most satisfactory reports are coming forward regarding their uses and lasting properties.

The principal port for the shipment of Gran Chaco quebracho is that of Colastiné in the province of Santa Fé.

Quebracho
sleepers,
value of,
exported.

The value of quebracho sleepers exported in 1900 amounted to 47,000*l.*; in 1899, to 3,000*l.*; of quebracho extract in 1900, to 119,200*l.*; in 1899, to 63,400*l.*; of quebracho logs in 1900, to 479,600*l.*; in 1899, to 318,800*l.*

Wine.

The following is a translation from a local paper:—

“We have had occasion to converse with several wine merchants of Mendoza and San Juan, the two principal vine-growing provinces, who assure us that the coming vintage will supply the market with 200,000 barrels more than in 1900.

“The estimated production of 1900 is, therefore, an increase of

40 per cent. on that of the previous vintage, a figure that speaks very highly for the Argentine wine industry.

"And yet we regret to note that though the production increases, it cannot be said that the quality of the wines is modified to any noticeable extent, and the country imports every year enormous quantities of ordinary wine from France, as well as from Italy and Spain. This fact, which at a first glance appears strange, is explained by the poor quality of the Argentine wines, due to the fact that the native wine producers devote themselves more to the quantity than to the quality of the stuff they produce."

There is no disputing the fact that there is ample room for the enlargement of the wine industry in this country, but it is also true that it will be necessary to study the subject of wine-producing until liquors of better quality are produced before this market can become independent of foreign markets, at least in common wines.

For instance, in nine months of 1900, from January to September, the Argentine Republic has imported 7,854,792 gallons of common wines, worth 724,971*l.*, a sum that might have gone to enrich the coffers of a national industry if wine-producing were carried out with all the improvements of modern science.

The following table shows the number of cattle and sheep in the Argentine Republic, and the proportion of each per capita of population as compared with New Zealand, Uruguay, and Australia, the three countries which come nearest to this Republic amongst the pastoral countries, and I am not in the least optimistic when I say that there is no reason, as far as land, climatic conditions, and resources are concerned, why these figures regarding Argentina's pastoral wealth should not be quadrupled.

Country.	Inhabitants.	Area.	Cattle.	Sheep.	Per Capita of Population.	
					Cattle.	Sheep.
Argentina	4,200,000	2,903,000	28,000,000	110,000,000	6.666	26.19
Australia	4,800,000	7,860,000	10,000,000	70,000,000	2.083	14.583
New Zealand	800,000	272,000	800,000	18,000,000	1	22.5
Uruguay	1,000,000	185,000	6,000,000	18,000,000	6	18

Annex F gives some figures regarding railways for this Republic, from which it may be seen that the average interest paid by the private railways amounted to 3.11 per cent. The highest return of interest is 6.66 per cent., and the lowest .01 per cent.

From the following table it will be seen to what extent this Republic purchases blood-stock from the United Kingdom, the returns are only for the first eight months of the past year, the restriction on the importation of stock during the latter part of the year preventing any importation.

CATTLE.

	Number.
Durham	229
Shorthorn	41
Hereford	13
Jersey	1
Polled Angus	5
Flamenca	4
Various	5
Total	298

SHEEP.

	Number.
Lincoln	1,424
Hampshire	16
Shcarthing	69
Rambouillet	262
Oxford Down	25
Romney Wash	38
Shropshire	122
Merino	4
Various	5,431
Total	7,391

Of the horses imported 99 were racehorses.

Horses to
South Africa.

During the past year 22,887 horses have been shipped to South Africa by the Remount Commission; Argentine horses are now known the world over, and much attention has been directed, and more will be directed, to the better breeding required to produce the qualities desired by purchasers for army purposes.

The following interesting items taken from a publication by the Ministry of Agriculture touches on the history of the Argentine animal:—

“The Argentine or ‘criollo’ horse is a descendant of the horses which the Spaniards brought with them at the time of the Conquest. Pedro Mendoza, when he undertook to colonise the River Plate, engaged to introduce 100 horses, but it appears that he brought only 72, which were of Andalusian race. Soon after having founded the city of Buenos Ayres, Mendoza was attacked by the Indians and compelled to abandon the country, and, according to tradition, he left behind him 12 horses which he was unable to embark. These few horses have, in three and a half centuries, increased, as shown by the census of 1895, to nearly 4,500,000, of which more than 4,000,000 are ‘criollos,’ about 400,000 are of mixed breeds and 15,500 are imported animals of pure breed. The three classes are valued, on the average, at 1*l*., 5*l*., and 100*l*. respectively, and the aggregate value is estimated at nearly 7,650,000*l*. The only other countries which possess more

horses than the Argentine Republic are Russia and the United States. The 'criollo' horse is the result of natural selection and the struggle for life. More than one-third of the horses belong to the province of Buenos Ayres, about one-sixth to Entre Rios, one-eighth to Santa Fé and one-tenth to Cordoba."

Nevertheless, it is generally admitted that as regards the "criollo" horse it is necessary to pay some attention to the preservation and development of its fine qualities in order to prevent its degeneration, and also to fit it for European and especially English uses, and enable it to become an important item in the list of Argentine exports. The opinions of experts in the matter differ greatly as to the manner in which this end should be attained. If the demands from Europe or South Africa for Argentine horses should prove steady, breeders will doubtless endeavour to provide animals that will find a ready sale, but in the absence of such a stimulus it is unlikely that any general or serious effort will be made to improve the Argentine horse.

The impetus given to the frozen meat trade by the closing of European ports to Argentine live-stock is likely to be maintained, and, for the first time, the total weight of the exports from Argentina exceeded that received in the United Kingdom from either Australia or New Zealand. It is only a question of time and capital for this industry to assume much larger proportions, though the distance from the European ports is naturally a drawback in competition with Canada and the United States. The quality of beef exported this year is better than in former years. The following figures show the exports of frozen carcasses and quarters of beef for the year 1899 compared with the totals for 1900 :—

Year.					Quantity.	
					Mutton.	Beef.
					Carcasses.	Quarters.
1899	::	::	::	::	2,485,949	113,432
1900	::	::	::	::	2,372,869	261,365

It will be seen that the number of quarters of beef exported last year are more than double the number shipped in 1899 though mutton carcasses show a falling-off of 113,080. It is worthy of note that all this meat is carried in British vessels.

Some shipments of live-stock have been made to Para, Brazil, during the latter part of the year, as also some shipments of live cattle to Rio de Janeiro, to both of which ports it is expected a steady trade in live-stock will continue.

In August last a decree was made declaring hessians and bags free of duty until February 1, 1901. The decree was much appreciated. The following figures are interesting however as showing that while the number of bags imported increased, the amount of hessians decreased, which of course has affected very materially the local bag factories.

During the first six months of 1899, 226 tons of bags paying duty were imported to the value of 8,389*l*.

During the first six months of 1900, 3,176 tons of bags free of duty were imported, to the value of 115,825*l*. Of hessians during the same period in 1889, 15,407 tons to the value of 606,268*l*. were imported and paid duty, whilst during the same period in 1900 only 8,319 tons of free hessians were imported to the value of 256,336*l*.

Real estate,
sales of.

The sales of real estate in the city of Buenos Ayres in 1900 amounted to 5,750,738 dol. paper, being an average value per square metre, buildings not included, of 2.56 dol. The number of properties sold was 565 and the area 1,386,448 square metres. The nationality of vendors and purchasers was:—

Nationality.	Vendors.	Buyers.
	Dol. paper.	Dol. paper.
Argentines	2,459,323	2,134,874
Italians	1,434,021	1,500,201
Spaniards	366,914	579,796
French	231,941	327,476
British	140,880	98,170
Germans	146,346	74,896
Uruguayans	89,100	10,280
Various	856,077	819,840
Companies	76,133	205,232

The real estate mortgaged comprised 305 properties, with an area of 532,944 square metres, the value being 3,226,993 dol., an average of 6.05 dol. per square metre.

Taking 1*s*. 10*d*. as the value of a paper dollar and one square yard as a square metre we observe that the average value per square yard, not including buildings, equalled 4*s*. 8*d*. or less than the average given in my last year's report.

Public works.

The Chief of the sanitary works has advocated the construction of filters and deposits for the filtering of water supplied to the city. The superficial area to be covered by these works will be about 100,000 square yards. The construction will occupy about three years, and are to cost about 500,000*l*. As, however, the land at the disposal of the Government is only about one-third of that required, it is proposed to substitute in the meantime the system of filtration now in vogue by another better suited to the increasing requirements of the city. Two artesian well-boring machines have been imported from Chicago, United States of America, of six horse-power, and one of them is to be employed in boring wells along the line of the Central Northern National Railway, and if the work is successfully done the other national railway lines will receive the same attention.

Paving
stones.

The municipality has recently imported, as an experiment, I presume, 500 tons of paving stones from Genoa, the freight is said to be 14 fr. per ton, or less than that from Tandil in this Republic, where nearly all the paving stones are quarried.

On December 1 last a new issue of paper money was put into circulation. These new notes were, however, of such a poor non-resistant quality of paper that much dissatisfaction was publicly expressed, with the result that the President of the Exchange Office has been authorised to acquire paper of a better quality for the purpose of another issue being circulated. The engraving of the notes was done locally. The paper of this issue is said to have been bought in France, and the new paper about to be acquired is to be submitted to the Conversion Office here. Up to the end of January, or two months after the issue was made, 21,500,000 dol. were in circulation.

New issue of
paper money.

The extraordinary stability of the gold premium has been the source of much discussion during the past year, and there were not wanting those who prophesied early in the year that it could not be maintained. The passing of the Conversion Law, referred to in my report of last year, the large quantity of cereals and other articles exported, and the great prosperity of the Republic and balance of trade in its favour, have all, in my opinion, helped to bring about this result. The fact remains, however, that speculation in the fluctuating price of gold, as compared to paper, has been almost at a standstill throughout the year, and this stability should have inspired confidence and helped importers to realise that this country's condition is best told by the value in gold of its paper dollar.

Gold
premium.

The following table gives the average value in paper dollars of 100 gold dol. for the past six years, month by month:—

Month.	Value.					
	1895.	1896.	1897.	1898.	1899.	1900.
January	356·95	326·88	287·14	264·15	208·13	229·28
February	351·11	311·81	307·58	268·98	219·20	227·65
March	352·37	312·03	309·44	267·38	219·18	227·41
April	364·00	320·44	298·28	265·84	228·90	227·30
May	311·84	305·30	296·35	260·20	224·63	227·84
June	347·49	297·44	291·25	267·62	218·79	229·25
July	347·58	284·95	285·90	274·70	213·15	234·40
August	335·40	274·69	290·22	270·67	225·33	235·65
September	323·43	276·72	288·44	268·06	235·15	235·70
October	327·07	280·06	285·46	249·75	237·93	233·50
November	233·79	232·85	276·95	226·20	235·08	232·30
December	331·68	281·81	276·30	212·67	229·94	230·85
Yearly average ..	344·39	296·16	291·36	257·18	224·62	230·93

Thus we see that, taking a gold dollar to be worth 4s. 2d., the yearly average of the value of an Argentine paper dollar was, in 1895, 14·53d.; 1896, 16·89d.; in 1897, 17·18d.; in 1898, 19·45d.; in 1899, 22·26d.; in 1900, 21·65d.; or in other words, since 1895, the value of 5 dol. (gold), or 1l. sterling, has depreciated in as far as the value of Argentine paper money is concerned, by 33 per (787)

cent., and yet I am not aware that the purchasing power of the paper dollar locally has depreciated to any extent, but rather the contrary.

Revenue.

The following figures show the total revenue for 1900 in gold and paper dollars, as compared with the figures given in my last year's report, as the estimated revenue for the year :—

			Amount.	
			Dol. gold.	Dol. paper.
Actual revenue ..	..	..	35,057,000	62,060,000
Estimated revenue ..	..	..	36,632,346	63,962,000

Gold,
production of.

According to figures furnished to me through the courtesy of Messrs. Arning and Co., of this city, the approximate production of refined gold for the whole Republic has been as follows for the years 1890 to 1900 included :—

Year.						Quantity.
						Lbs. troy.
1890..	..	..	..	..	..	454
1891..	..	..	..	..	..	432
1892..	..	..	..	..	..	357
1893..	..	..	..	..	..	352
1894..	..	..	..	..	..	213
1895..	..	..	..	..	..	235
1896..	..	..	..	..	..	246
1897..	..	..	..	..	..	331
1898..	..	..	..	..	..	368
1899..	..	..	..	..	..	326
1900..	..	..	..	..	..	176

It is quite impossible to obtain the exact output of the Republic, as some ore is sent for assay to England by prospectors who make no mention of their shipments, and some of the production of the Republic finds its way to the Pacific coast ports for shipment, but Messrs. Arning and Sons have collected their data from various sources, and consider them the most approximately approaching the exact production.

Mines and
mining,
remarks on.

The following observations have been very kindly given to me by a gentleman who is an authority on mines and mining matters in this republic, and they sum up the mining industry and the possible prospects for mining here with considerable clearness :—

“It has frequently been remarked that the important subject of mining in the Argentine Republic is not more seriously discussed in Consular and other official reports, and the writer has therefore endeavoured to obtain reliable and unbiased opinions as to the possibilities and past experiences of the mining industry in this country.

“It is no doubt fair to assume that the geographical position of

the Argentine Republic would justify its collocation in what is known as the mineral zone of South America, and it is indeed remarkable that the Chilian and Bolivian Republics, divided by a few miles of mountains from Argentina, should look to the mining industry as the chief source of their revenue, and this assumption comes more boldly into view as one approaches the grand passes of the Andes. On the Chilian side are dotted mining camps extending far to the north, whereas the writer can state, without fear of contradiction, that there is not a single mine on the Argentine side to-day which is being worked on a commercial scale. It is, of course, necessary to bear in mind that the Argentine Republic offers facilities and opportunities for investments on an extremely varied scale, its rich camps, and their corresponding profitable uses completely dwarfing and almost shutting out any possibility of a rapid development of the more distant mining industry, but at the same time it is necessary to remember that in a few cases foreign capital has been found for certain Argentine mines, and in those few cases the results have been disastrous. It has been the writer's privilege to have visited several of these mines, and the failures and subsequent abandonment of the properties must be attributed mainly to the following reasons. The construction of extravagant and costly mills and dwelling-houses, the purchase of useless and unsuitable machinery, costly management, the great distances, absence of fuel or water, and in many cases the varying nature of the ore bodies. There undoubtedly exist in the provinces of Jujuy, San Juan, Catamarca, Rioja, and San Luis mineral deposits of considerable value, and with the increasing construction of railways and the employment of the newer processes of ore treatment large profits should be made.

"The writer is convinced that the bad opinion formed in European financial circles on the results of a few antiquated plants, as regards mining in the Argentine Republic, is not justifiable, and that there are a great many mining properties that would quickly return the capital required to erect the necessary milling or melting plants.

"During 1900 a number of engineers visited the country, and on all sides one hears of proposals to open up and develop mines, but advices from Europe do not tend to show that the necessary capital will be forthcoming. The question of labour should also be a large factor in the question of the profitable working of Argentine mines, as there is probably no country in the world where labour can be obtained so cheaply.

"There is probably no known mineral or ore which is not found in greater or lesser quantities in this country, and there are to-day many owners of these properties who would be prepared to give up a large interest in the same if capital was forthcoming to supply the necessary treatment of the mineral."

From a report made by the Finance Minister it is seen that *Locusts*, since the campaign inaugurated against locusts in Argentina, in the year 1897, expenses to the amount of 623,516*l.* have been

incurred, or 207,839*l.* per annum for the past three years, it is further pointed out that this expenditure may be considered as permanent and in the eyes of the Commission considered as money well spent. There is, however, a great difference of opinion among people on this subject, some alleging that the money is almost entirely wasted, others again alleging that the result proves the good achieved and that though climatic conditions have (and this is agreed upon by both sides) been unfavourable to the proper development of the locust, yet for the past few years the Republic would have suffered more than it has done had it not been for this well-organised Government Commission.

Immigration.

As a field for immigration this Republic still has its advantages, I say still because the failure of a few has deterred many. The nation owns about 40,000 square leagues of land, or one-third of the territory of the Republic, an area nearly equal to that of France and Spain united. Much of this vast territory is incapable of being turned to any practical use but the remainder contains minerals, is fit for pasturage or agriculture, or covered with forests, which might be worked and would, if judiciously settled upon, afford profitable occupation for the surplus population of Europe for many years to come. The following, taken from a local paper regarding the national colonies, is interesting:—

"There is a considerable demand for the renting of public lands, chiefly in Santa Cruz and Tierra del Fuego; the highest rent obtained has been 42*l.* per league. The national colonies have not made rapid progress; this fact is attributed to the want of cheap transport, a complicated procedure for obtaining the ownership of the land, the need of the means of irrigation in times of drought and of protection against inundations in wet seasons, the ravages of locusts and the bad quality of the soil in many parts owing to the want of drainage."

This country has a great future before it, but the number of its inhabitants is still quite inadequate, and at present the town of Buenos Ayres contains about one-fifth of the entire population of the Republic

Advice to
British
settlers.

Before, however, any British subject comes to this country, with a view to making it his home and earning his living by farming, he should be provided with three requisites: 1, capital; 2, a knowledge of the Spanish language; 3, common sense, which embodies all and every principle of being able to hold his own in a strange country. Numbers of letters have been received in this Consulate during the past year from Canada, Australia, Tasmania, New Zealand and the United Kingdom, written by men who have had many years' experience in those countries and yet who want to come to a country of whose language they are totally ignorant to make a living by farming under conditions very dissimilar to those they are used to.

Clerical
positions.

Clerks who wish to come to this country to seek employment should reflect very seriously. The pay of a clerk in a bank, or insurance, or shipping office is from 80*l.* to 100*l.* a year; the hours of employment are longer than in the United Kingdom and the

cost of living is more than double. I know that for any permanent and good situation the applications are twenty-fold more than the requirements. It must be remembered also that the sons of many British subjects who came out here 10 or 15 years ago are now young men with a knowledge of the country and its language ready and willing to fill positions for which Englishmen just out from home would be useless.

For the British labouring classes generally this country does not offer the same opportunities that are to be found in the British colonies. The numbers of Italians, Spaniards, Basques, &c., here causing too keen a competition for them.

The following table shows the death rate per 1,000 from the years 1890-1900 for this city:—

Health statistics.

Year.						Death Rate per 1,000.
1890..	..	..	..	..	..	30
1891..	..	..	..	..	..	24·3
1892..	..	..	..	..	..	24
1893..	..	..	..	..	..	22·4
1894..	..	..	..	..	..	22·7
1895..	..	..	..	..	..	22
1896..	..	..	..	..	..	19·1
1897..	..	..	..	..	..	19·2
1898..	..	..	..	..	..	17·6
1899..	..	..	..	..	..	17
1900..	..	..	..	..	..	19

The increase in the mortality during the past year is attributable to the fearfully hot weather experienced in January and February, 1900, when the death rate was abnormally high.

The growth of the city may be gauged by the following figures:—

Growth of city in population.

Year.						Population.
1840..	..	..	..	..	..	67,000
1850..	..	..	..	..	..	74,400
1860..	..	..	..	..	..	119,000
1870..	..	..	..	..	..	186,320
1880..	..	..	..	..	..	270,708
1890..	..	..	..	..	..	547,144
1900..	..	..	..	..	..	824,308

Since the year 1857 upwards of 3,000,000 foreigners have come to this country, about 1,000,000 have left it during the same period, and allowing for losses by death it is estimated that there are some 1,200,000 foreigners in Argentina. Of this large foreign population it is estimated that 49 per cent. are Italians, 20 per cent. Spaniards, 9·5 per cent. French, and about 2·2 per cent. British, with other European nationalities in diminishing numbers.

The following figures give the returns for the past two years:—

Immigration returns.

Year.	Number.	
	Immigration.	Emigration.
1899	84,442	33,397
1900	84,851	33,334

The balance in favour of this country for the past 10 years is 319,874 persons. There is a wonderful similarity between the figures of the returns given for the past two years. For the year 1900 the arrivals are given as consisting of 54,885 men, 17,381 women, 7,015 boys and 5,570 girls; 56,094 were unmarried. As regards the different tradesmen, 31,928 are described as farmers, and 12,354 as labourers. The National Labour Office found employment for 32,809 persons. The nationalities represented were as follows:—Italians, 52,143; Spaniards, 20,383; French, 3,160; Russians, 2,119; Austrians, 2,024; Syrians, 1,583; Germans, 760; British, 421; Swiss, 355; Portuguese, 205; and other nationalities in diminishing numbers. Twelve persons are described as coming from the Transvaal.

Population,
city of
Buenos Ayres.

The population of the city of Buenos Ayres has increased during the past year by 29,000 odd, or at the rate (compared with its total population of over 824,303) of 3·85 per cent. This city ranks in numbers the eleventh in the world, and its population is increasing at a greater ratio excepting two European cities than any other. It possesses about one-fifth of the population of the entire Republic.

Emigrants,
characteristics
of.

In connection with this subject I append extracts from an article on immigration taken from the Buenos Ayres "Standard," which throws some light on the characteristics of the various emigrants coming to Argentina, together with the work accomplished by the Immigration Board in finding employment for new arrivals:—

"Last year" (that is, 1899), "as we learn from the 'Memoria' of the Board of Immigration, 145,699 persons arrived in the Republic, of whom 84,442 were immigrants brought in ocean steamers. The latter number had been exceeded only once in any year of the last decennial period, the annual arrivals of immigrants in the previous nine years having been as follows:—

Year.						Number.
1890 .. .. .	..	..	..	..	..	77,815
1891 .. .. .	..	..	..	..	..	23,266
1892 .. .. .	..	..	..	..	..	33,373
1893 .. .. .	..	..	..	..	..	52,067
1894 .. .. .	..	..	..	..	..	54,720
1895 .. .. .	..	..	..	..	..	61,226
1896 .. .. .	..	..	..	..	..	102,673
1897 .. .. .	..	..	..	..	..	72,978
1898 .. .. .	..	..	..	..	..	67,130

"The number of families increased last year to 12,445, comprising 37,262 persons ; this is a satisfactory feature of immigration as these people come to stay. Among them were 12,028 children under 12 years of age; the female portion of the immigrants numbered 22,208. Classified according to nationality there were—

Nationality.						Number.
Italians	..	..	..	..	..	53,295
Spaniards	..	..	..	..	..	12,798
Syrians	..	..	..	..	..	8,196
French	..	..	..	..	..	2,478
Russians	..	..	..	..	..	1,686
Austrians	..	..	..	..	..	950
Germans	..	..	..	..	..	732
Argentines	..	..	..	..	..	526
British	..	..	..	..	..	477
Swiss	..	..	..	..	..	343
Portuguese	..	..	..	..	..	197
Belgians	..	..	..	..	..	189
North Americans	..	..	..	..	..	127
Brazilians	..	..	..	..	..	103
Moors	..	..	..	..	..	78
Danes	..	..	..	..	..	67

the remainder consisting of 13 nationalities.

"In the year 1899, the Immigration Board provided employment for 30,950 immigrants. Of these 1,736 remained in the capital, and the remainder were distributed among the provinces and national territories.

"The number of persons of the immigrant class who left the country in 1899 was 38,397, but there was still a surplus of 46,045 in favour of the country, and Dr. Alsina says that only a small proportion of the emigrants have absented themselves permanently from it; most of the others availed themselves of a cheap passage to go to Europe for the harvest, or to fetch their families, while some went for business or pleasure."

As a preface I wish to state that those merchants who are already engaged in trading with the River Plate know all I am going to say and more too, and that these remarks are directed to those who "wish to open up a trade with Argentina" by correspondence and circulars, and many letters are received in this Consulate each year, with this object in view. The letters referred to are duly answered and the names of firms asked for are invariably given, and some useful information besides, with what result to the recipient? this, viz., that he sends a circular, probably well got-up, good paper, expensive plates, to the firms quoted, in what language?—English; with what prices quoted?—English; with what weights and measures?—English; and this to firms who are accustomed to deal with and in the decimal system as applied to both prices and weight. The Germans send out circulars in Spanish, taking the trouble to reduce their prices and weights into those known to their prospective purchaser. How many of our own British firms would look twice at a German

Advice to
British
merchants.

circular or a Spanish circular, if sent to them as an invitation to buy goods? Few, I venture to say, would do more than throw that circular into the waste-paper basket. Circulars sent to the Consulate to be placed upon the Consular table are worthless, and money thrown away in postage and printing; nobody with any business above that of a shipmaster ever looks at a Consular table. If the British merchant wants to open up a trade in a new direction he must be prepared to spend some money in doing so, and must send someone to the country to report fully to him on the subject matter and trade that he is seeking. To expect this of a Consular officer is useless; prices have to be quoted, samples shown, and the traveller must be conversant with, in this country, the Spanish language, and must be empowered to quote prices and make reductions to meet the local requirements engendered by competition from other firms in the same line of business. The large British and native shops here buy from resident European agents of big firms or else they have their travelling men who themselves buy in Europe. Regarding travellers for British firms: I met one recently who told me a few things that are worth recording, though I know he learnt a lot of things that he kept for his principals and which they will profit by. One of these was with regard to American competition in this market, that when the price of a case or dozen, or gross of articles was quoted by American firms to a merchant here, it was f.o.b. at the port of shipment; this was also understood to be the case with British houses, but the inevitable charge for packing or for packing cases was tacked on to the British invoice. Further, the packing of American goods was infinitely better than that of British goods, thus reducing the possible loss by damage in transit. A traveller for a large steel firm in the United Kingdom told me recently that he had accomplished more during his three months' stay in the River Plate than he could have done with 100 letters in as many weeks. Another traveller informed me that he was taking home samples of tin signs that were made in the country and which would astonish the people at home, who were expecting to supply those articles here.

The tastes and requirements of a particular class of people must be known before any attempt to cater to their requirements can be successfully accomplished, and it is useless for British merchants to suppose that because an article is made on such and such lines in the United Kingdom it can and must be acceptable to people whose ideas and tastes are entirely different to those of British people. Be it borne in mind that the United Kingdom is losing her trade with this country in comparison with the trade of other countries, but let it be noted that "eternal vigilance" alone will enable her to keep any particular trade, as the Americans and Germans are pressing closely upon her heels in Argentina in every line. Perhaps the few points I have touched upon in this report may be of benefit to some of its readers.

Commercial
travellers,
necessity for.

British commercial travellers are sadly needed in the River Plate, and where one hears of one British traveller, three Germans

and two Americans are to be met. I would suggest that firms wishing to enter this trade who are individually incapable of spending the money requisite for sending a representative out here, should combine together and get a reliable man to represent two or three firms employed in more or less the same kind of business; money might thus be made by each and all at a lessened cost individually, and British trade in general be greatly benefited.

The manufacture of toys is a matter which will not appeal to Toys. a large number of British manufacturers, but numbers of them are sold here during the year. All I have seen, however, bear a German or French appearance, and the tin soldiers particularly, bearing a flag—the Argentine flag, of course, whereas the British tin soldiers would carry a British flag, and I merely mention this as one little incident of catering for the trade.

Harvesting machinery and windmills are almost entirely if Harvesting not exclusively supplied from America. There is very little machinery, chance to oust these American articles from this market. The windmills. The Americans spend more in advertising their goods than the British do, and in this particular alone lies a great deal of their success. In my opinion, American competition is more to be feared in this market than French or German, and in those articles where most profit is to be obtained by the middle man.

Annex A.—RETURN of Principal Imports into the Argentine Republic during the Year 1900.

Country.	Value.									
	Coal.	Cement.	Cotton and Linen Goods.	Silk Goods.	Wines.	Beer and other Liquors.	Kerosene.	Electrical Machinery (Dynamics).	Agricultural Machinery.	Total.
	£	£	£	£	£	£	£	£	£	£
Germany . . .	..	30,700	441,470	70,916	5,270	23,716	..	2,246	21,085	595,403
Belgium ..	..	74,829	220,024	15,022	4,215	9,956	..	309	7,671	381,926
Spain ..	..	11	10,533	798	409,092	22,045	..	..	152	442,681
United States ..	..	655	32,705	1,429	8	3,176	234,009	12,112	231,492	515,586
France ..	..	21,370	170,883	273,795	195,296	152,100	..	462	3,071	817,477
Italy ..	..	186	965,394	80,187	495,155	45,445	..	30	843	1,587,180
United Kingdom ..	928,643	23,483	2,801,451	54,811	6,227	58,096	..	945	107,911	3,481,587
Other countries ..	..	..	2,843	159	12,181	13,587	..	..	..	28,770
Total ..	928,643	151,784	4,145,298	497,117	1,127,444	398,121	234,009	16,004	372,225	..

Annex B.—TABLE showing Value of Imports to and Exports from the Argentine Republic for the Year 1900, together with comparative Figures for the Year 1899 and the Balance of Trade for the Year 1900, in favour of or against the Argentine Republic.

(787)

Country.	1900.		Difference compared with 1899.				1900. Balance of Trade in favour of or against.
	Imports.	Exports.	Imports.		Exports.		
			Increase. £	Decrease. £	Increase. £	Decrease. £	
United Kingdom	7,786,551	4,778,137	..	997,783	433,819	..	2,958,413
Germany	3,327,123	4,014,027	731,135	..	..	1,872,706	686,904
Italy	2,984,899	860,831	228,885	..	..	124,491	2,124,069
United States	2,687,706	1,376,553	..	405,663	..	156,953	1,311,153
France	2,179,574	3,801,592	..	16,366	..	4,487,757	1,632,019
Belgium	1,686,176	8,596,177	..	195,920	..	1,093,497	1,910,001
Brazil	748,376	1,237,101	..	212,847	..	171,232	488,735
Spain..	788,399	539,878	98,523	..	186,800	..	186,531
Paraguay	372,189	32,321	97,859	..	..	3,272	339,937
Uruguay	104,089	460,520	2,698	..	..	235,769	358,430
Netherlands..	34,167	781,217	6,156	..	484,911	..	746,449
Africa	..	648,054	..	..	457,381	..	648,054
Others	97,165	8,793,673*	..	10,146	725,323	..	8,696,509
Total merchandise..	22,697,014	30,920,031	..	673,120	..	5,863,442	..
" bullion	1,441,911	686,168
Grand total	24,138,925	31,616,249

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* Includes the value of cargoes destined "for orders" amounting to 1,612,489/.

BUENOS AYRES.

Annex C.—DESTINATION of Principal Exports from Argentina during the Year 1900 to European, North American, African, and Brazilian Ports. (Taken from "Review of River Plate.")

Destination.	Dry Ox-Hides.	Salt Ox-Hides.	Dry Horse-Hides.	Salt Horse-Hides.	Sheep-Skins.	Hair.	Tallow.	Goat-Skins.	Wool.	Foreign Wethers.
United Kingdom	Number. 27,741	Number. 36,442	Number. 2,600	Number. 38,445	Bales. 10,268	Bales. 480	Casks. 17,272	Hopheads. 2,316	Bales. 16,899	Number. 2,372,969
United States	1,090,988	7,480	...	...	43	891	...	2,320	20,015	...
France	70,748	98,426	...	...	43,101	108	3,778	5,810	96,258	...
Germany	236,469	63,388	...	38,445	2,968	237	985	200	48,328	...
Belgium	184,127	588,708	15,672	...	889	2,116	280	100	87,987	...
Italy	306,162	...	...	...	5,992	1,178	468	5,087	3,124	...
South Africa	...	...	...	...	...	...	...	...	...	...
Brazil	...	...	...	...	...	...	...	...	...	...
Orders	...	...	...	...	...	...	...	...	...	...
Other countries	408,561	3,900	...	...	16	...	8,008	1,925	5	...
Total	2,308,728	1,060,727	81,638	38,445	483	19	5,404	7,480	1,043	2,372,969
" 1899	2,081,462	1,160,276	83,537	83,823	63,806	4,727	38,213	22,828	233,633	2,372,969
					72,310	6,280	31,461	19,068	513,663	2,380,948

Destination.	Wheat.	Maize.	Linseed.	Flour.	Brans.	Pollards.	Oilseed.	Beef.	Hay.	Quebracho.	Tobacco.	Butter.	Sugar.
United Kingdom	Tons. 323,233	Tons. 121,394	Tons. 45,563	Tons. 1,731	Tons. 1,256	Bags. 26,866	Bags. 17,029	Quarters. 281,365	Bales. 3,588	Tons. 65	Bales. 38,910	Cases. 38,910	Tons. 16,229
United States	...	...	428	...	...	...	...	...	...	20,331	...	...	...
France	37,643	96,339	16,571	53	4,523	97,614	2,142	...	...	20,296	...	...	68
Germany	105,971	72,398	36,467	178	47,328	19,214	86,554	...	736	82,602	6,566	...	...
Belgium	390,141	106,877	26,466	1,196	4,496	9,317	4,148	...	...	16,381	8,331	...	...
Italy	61,111	32,671	5,609	50	...	...	...	...	...	20,089	...	...	...
South Africa	6,143	64,923	...	1,611	9,224	...	...	...	1,064,790	...	...	...	...
Brazil	73,295	31,548	17	31,602	479	...	...	...	384,718	...	...	577	1,468
Orders	839,652	191,549	48,112	62	61	...	...	...	...	12,773	...	...	...
Other countries	215,976	24,091	21,680	1,433	1,660	1,820	2,260	...	134	38,186	...	...	...
Total	2,042,164	740,685	201,093	37,916	68,915	164,821	112,123	261,365	1,423,967	221,223	14,387	40,487	17,765
" 1899	1,791,668	1,122,720	216,426	64,044	64,190	234,128	90,284	113,431	686,163	163,837	11,659	40,389	20,110

NOTE.—Average weights applicable to the above table: 1 bale of wool (900 lbs.); 1 bale of sheep-skins (900 lbs.); 1 bale of hair (800 lbs.); 1 bale of goat-skins (814 lbs.); 1 bale of hay (110 lbs.); 1 pipe of tallow (680 lbs.); 1 baghead of tallow (440 lbs.); 1 cask of tallow (220 lbs.); 1 case of butter (66 lbs.).

Annex D.—RETURN of Over-Sea Shipping Entering and Clearing
at the Port of Buenos Ayres during the Year 1900.

ENTERED.

Nationality.	Number of Vessels.	Tonnage.
Argentine	34	19,716
German	161	810,910
Austro-Hungarian	3	3,716
Brazilian.. .. .	6	4,144
Danish	8	8,430
Spanish	43	95,804
French	109	230,816
Dutch	11	11,481
Italian	155	240,678
Norwegian	102	89,843
United States	24	17,535
Uruguayan	2	649
Russian	5	5,223
Other nationalities	5	4,819
British	599	1,066,474
Total	1,257	2,110,306

NOTE.—The British shipping entering consisted of: steam, 538 vessels, with 1,017,448 tons; and sail, 61 vessels, with 49,026 tons.

CLEARED.

Nationality.	Number of Vessels.	Tonnage.
Argentine	59	30,904
German	110	256,799
Austro-Hungarian	6	8,279
Belgian	1	2,571
Brazilian.. .. .	1	967
Danish	1	448
Spanish	21	51,036
French	104	188,783
Dutch	3	7,223
Italian	117	206,541
Norwegian	44	42,353
United States	17	12,294
Uruguayan	2	660
Russian	2	2,288
Other nationalities	10	9,469
British	612	1,063,218
Total	1,110	1,908,737

NOTE.—The British shipping clearing consisted of: steam, 548 vessels, with 1,035,838 tons; and sail, 64 vessels, with 52,390 tons.

Annex F.—RETURN of Railways in the Argentine Republic for the Year 1900.

BUENOS AYRES.										37
Name of Railways.	Length of Lines. Kiloms.	Passengers Carried.		Cargo Carried.		Capital of each Railway. £	Interest paid on Capital. Per cent.	Date of Opening Lines to the Public.		
		1899.	1900.	1899.	1900.					
State Railways—										
Andine	355	77,777	72,535	361,243	392,530	1,731,120	2.09	July 1873		
Central and Northern	1,069	227,261	243,660	257,416	441,923	6,649,765	76	January 1887		
Argentine Northern	563	35,462	34,726	243,663	41,140	2,611,865	Nil	March 1890		
Private Railways—										
Buenos Ayres Southern	3,692.6	5,717,551	5,690,625	1,080,434	2,496,209	10,991,750	..	December 1865		
Buenos Ayres Western	947.8	3,639,618	3,247,016	1,189,943	1,159,546	22,176,219	4.44	August 1857		
Buenos Ayres and Rosario	1,505.3	2,935,954	3,022,991	1,231,093	1,286,763	7,367,218	4.90	April 1876		
Central Argentine	1,361.2	3,864,265	3,309,004	1,957,764	2,205,689	9,527,447	3.80	November 1863		
Buenos Ayres and Pacific	803.3	512,041	610,693	507,718	604,497	11,465,111	5.95	" 1884		
Argentine Great Western	513.1	233,324	303,527	299,732	332,453	6,292,000	4.56	August 1881		
Villa Maria and Rufino	226.8	15,618	11,040	80,356	53,380	4,239,150	5.55	October 1890		
Bahia Blanca and North Western	877.6	16,664	17,102	21,302	27,630	1,150,096	0.57	January 1891		
Western of Santa Fé	210.4	137,170	119,271	311,332	311,324	1,663,200	0.10	November 1893		
Great Southern of Santa Fé and Cordoba..	386.7	142,784	138,074	358,363	453,558	2,035,390	3.64	November 1890		
East Argentine	160.9	21,984	21,260	63,195	47,252	2,130,820	6.66	April 1890		
Argentine North Eastern	470.7	39,464	49,530	81,816	87,909	1,096,144	0.75	March 1874		
Province of Entre Rios	643	166,405	150,193	286,820	249,066	5,125,421	0.01	June 1890		
Province of Santa Fé	1,311	319,272	337,893	667,645	794,649	3,234,808	0.66	" 1874		
Central Cordoba (North and East sections)	1,095.1	278,670	264,735	638,206	823,135	6,860,144	3.23	July 1885		
Cordoba and Rosario.. .. .	288.9	86,056	70,190	424,356	437,385	5,989,936	5.77	April 1876		
Argentine North Western	196.1	254,236	242,179	313,602	419,724	2,148,881	2.67	December 1890		
Other private railways (three)	366	53,194	52,817	32,819	53,515	1,156,999	2.52	July 1861		
						2,780,600	0.30	February 1899		
Total	16,563.5	18,829,670	17,838,961	11,198,780	12,719,297	105,323,324	..	" 1891		

NOTE.—The figures given for the twelfth month of the year were obtained by taking an average for the returns for the eleven preceding months of the year.

BUENOS AYRES.

SAN NICOLÁS.

Mr. Vice-Consul Tucker reports as follows:—

**San Nicolás
shipping.**

During the past year 68 steamers and two sailing vessels have loaded at the port of San Nicolás, the aggregate tonnage of which amounted to 84,151 tons.

Exports.

The principal exports are wheat, maize, and linseed, and the exports of these crops have been more than double those for 1899.

BAHIA BLANCA.

Mr. Vice-Consul Cumming reports as follows:—

**Trade and
commerce.**

Owing to low prices ruling for wool, trade is not as it ought to be at this time of the year, and storekeepers are complaining of dull times; the various extensions which are going on at the port are not yet finished; the export business is therefore much in the same position as it was last year; but when all the various works for facilitating the shipments of produce, &c., which are now in progress, are carried out, then the trade of Bahia Blanca will receive an enormous impetus.

There is a scheme in project for the erection of a freezing factory in this neighbourhood, which is likely to be carried out soon, as the supply of cattle and sheep is getting more abundant in this district year by year.

Exports of produce continue to increase, as the accompanying figures will show. The principal articles of export, as heretofore, are wool in bales, and wheat; the area under cultivation of the last-named is increasing rapidly; wheat growers (mostly Italians) are arriving from the north, where land is getting scarce, and rents are high, to settle on small farms in this district, and where good wheat land can be rented for about 2s. 6d. per acre per annum. Last year's shipments reached 260,000 tons; it goes direct, chiefly by steamer, to the United Kingdom and the Continent of Europe.

The wool export business is entirely in the hands of German and French houses, the bales are shipped direct to Hamburg, Antwerp, and Dunkirk.

**Storage for
produce.**

Wool is going off slowly this year, so that additional accommodation had to be provided for it. The Bahia Blanca and North Western Railway Company are increasing their produce sheds; at the Victoria Produce Market they have just finished erecting a large temporary one for storage of dry hides, hair, &c., and for wool, and they are now extending the market by putting up a third depôt, equal in size, and parallel to the first two, which were erected in 1898.

**Harbour
accommo-
dation.**

The Great Southern Railway Company are extending their present mole, but it will be some time yet before the works are finished, they are also putting up special additional quays for the

shipment of wheat, and altogether intend spending about 500,000*l.* on the extension and improvement of their own harbour, approaches, stations, and produce depôts.

The Bahia Blanca and North Western Railway Company are also erecting their mole for the import and export trade of the district, it is situated about 1 mile higher up the estuary than the Southern Railway mole; here they will have wharf accommodation for three or four ocean-going steamers, as well as for a large number of coasting craft; it is expected to be ready next year.

The new entrance channel to the port of Bahia Blanca for some months past has been dredged out, and vessels drawing 28 feet can get up to the mole. The use of this channel does away entirely with passing over Punta Alta and Napostá bars.

A military port at Puerto Belgrano, about half-way from the light-ship at the entrance of the estuary and the Southern Railway mole, is still in course of construction under Government contract. It will have a large dry dock (said to be one of the largest in the world) for the use of war vessels of the Argentine navy, as well as the complete installation of a naval arsenal. The dry dock is expected to be finished in about two years, and there is already at the Puerto Militar a population of over 1,000 inhabitants. The batteries along the coast are finished, and are occupied by artillery troops.

The number of inhabitants in the department of Bahia Blanca Population. which in 1869 only numbered 1,472 inhabitants is now about 20,000; while the population of this town and port is about 14,000. The port of Bahia Blanca is now called "Ingeniero White."

COMPARATIVE Statement of Exports to Europe from Bahia Blanca.

Year.	Wool.	Skins.	Hair.	Total.	Wheat.	Number of Vessels.	
						Sailing.	Steam.
	Bales.	Bales.	Bales.	Bales.	Tons.		
1891 ..	17,264	782	87	18,133	2,000	5	2
1892 ..	18,294	1,600	48	19,942	15,000	11	6
1893 ..	23,213	1,435	50	24,698	40,000	28	11
1894 ..	28,350	1,414	70	29,834	51,000	25	17
1895 ..	33,825	1,438	79	35,342	60,000	18	21
1896 ..	36,092	1,400	87	37,579	40,000	12	23
1897 ..	38,841	921	40	39,802	4,000	11	29
1898 ..	47,518	2,234	100	49,852	44,000	16	41
1899 ..	46,823	2,924	85	49,832	200,000	22	50
1900 ..	57,327	3,774	94	61,195	290,000	17	79

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AUSTRIA-HUNGARY.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF BOSNIA AND
THE HERZEGOVINA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2356.

*Presented to both Houses of Parliament by Command of His Majesty,
FEBRUARY, 1901.*

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No. 2552.

Annual Series.

Reference to previous Report, Annual Series No. 2356.

Report on the Trade and Commerce of Bosnia and the Herzegovina
for the Year 1899

By MR. CONSUL-GENERAL FREEMAN.

(Received at Foreign Office, January 15, 1901.)

The improvement in trade in Bosnia and the Herzegovina of Introductory. the year 1898 was not maintained during the year 1899. This is to be attributed to the deficient harvest which was considerably below the average. Some compensation, however, for bad crops was experienced in the diminution of epizootic diseases and the consequent revival of the cattle trade. The exportation of horned cattle nearly regained its usual average. The trade in swine, however, still suffered from the restrictions placed on exportation in consequence of the continuance of swine plague.

The value of the horses and mules exported during the year Export may be roughly estimated at 50,000*l.*, and the number at 13,000; Horses and that of horned cattle at 165,000*l.*, against 100,000*l.* in 1898; of cattle. sheep at 37,000*l.*; of swine at 30,000*l.*; and the number of head at 69,000, 83,000, and 20,000 respectively.

The total value of hides and skins exported did not probably Hides and exceed 20,000*l.*, which is scarcely a third of what was exported skins. in 1898, but prices are said to have been remunerative.

Description of Skins.						Realised (about).
						£ s.
Sheep	..	..	..	..	Per cwt.	2 10
Goat	..	..	..	..	"	4 0
Lamb	..	..	..	..	Per 100	7 0
Kid	..	..	..	..	"	10 0

There was a considerable demand from Germany and America Furs. for the skins of wild animals. Prices were as follows :—

Description of Skins.		Prices.					
		From—			To—		
		£	s.	d.	£	s.	d.
Pine-marten	Per pair ..	1	13	0	2	3	0
Stone-marten	" ..	1	10	0	1	13	0
Fox	" ..	0	11	8	0	13	4
Polecat	" ..	0	8	4	0	9	2
Badger	" ..	0	7	6	0	8	4
Hare	Per 100 ..				2	0	0

- Wool.** The exportation of wool in 1899 was also far below that of 1898 and did not exceed in value 20,000*l*.
- Grain.** The value of grain of different kinds, but principally oats, exported during the year may be estimated at 200,000*l*. The average prices were 3*s*. 6*d*. for oats, 4*s*. for maize, and 5*s*. for wheat per cwt., delivered at a railway station.
- Plums.** The plum crop in 1899 was scarcely half that of 1898, and the quantity of dried fruit exported was about 20,000 tons representing a value of 200,000*l*.
- Fruit.** All other fruit crops except walnuts were very inferior in 1899. The exportation of dried pears, which in 1898 reached the sum of 7,500*l*., was almost nil. Walnuts were exported to the value of about 6,000*l*.
- Wine.** The exportation of wine differed little in 1899 from the preceding year, and the total value may be estimated at 33,000*l*.
- Eggs.** There was a great falling-off in the exportation of eggs which did not reach 20 railway wagon loads, valued at 35,000*l*., against 40 in 1898.
- Minerals.** About 50,000 tons of minerals of all kinds, but chiefly iron, with a total value of about 17,000*l*., were exported during the year 1899. This is an increase of 70 per cent. over 1898.
- Oak staves.** The exportation of oak staves was far in excess of that of 1898, and indeed of several years previously. The number I cannot ascertain, but the value is said to have been over 300,000*l*.
- As I stated in my report for the year 1898 the production of oak staves in Bosnia and the Herzegovina is nearly at an end for many years to come. The oak forests, which did not contain so many suitable trees as was anticipated, have been quite exhausted, and the increased production of staves in 1899 was only the result of a last effort to obtain all that remained in the forests where cuttings had already been made many times over.
- Timber.** The quantity of timber exported was probably double that of 1898, and is valued at not less than 160,000*l*.
- Tobacco.** Only 1,534 tons of tobacco and cigarettes were exported in 1899, against 2,168 tons in 1898.
- Imports.** Against the 13,000 horses and mules exported, about 5,000 were imported. These were chiefly draught horses from Hungary.
- Horses.** The native horses, although exceedingly hardy and strong, are

more suited for the saddle and pack, as they rarely exceed fourteen hands in height. The natives, nevertheless, prefer them for their light Slavonian carts, and even the Austrian military train has adopted the light carts of the country with native horses in preference to the heavy wagons and large horses in use in the Monarchy.

The number of cattle imported into these provinces is insignificant—at the most 4,000 head annually of all kinds. Cattle.

The only colonial produce imported in any considerable quantity is coffee. In 1899 it was about the usual average of 2,500 tons with a value of 210,000*l*. Coffee.

About 4,600 tons of sugar valued at 115,000*l*. were imported but of this about 1,000 tons were re-exported to neighbouring states. Sugar.

The importation of machinery, tools, hardware, &c., in 1899 was considerably in excess of the previous year, occasioned principally by the construction of the Gabella-Castelnuovo line of railway. The total value of these imports is roughly estimated at 100,000*l*. Machinery.

It is impossible to estimate, even approximately, the value of manufactured goods imported into these provinces, but it is said that there was a falling off in 1899 of at least 30 per cent. These goods are almost exclusively of Austrian make. Manufactures.

About 600 tons of cigars and tobacco were imported during the year from Austria-Hungary, for consumption by the military and foreign population. Tobacco.

The quantities of the above mentioned, as well as of all other imports and exports during the year 1899, and the difference as regards 1898 are given in Annex I, taken from the statistics published by the Government in August last. The value of most of the articles it is impossible to ascertain with any approach to accuracy. Total exports and imports.

According to these statistics the total weight of all exports in 1899 was 471,026 tons, against 386,176 tons in 1898, being an increase of 84,850 tons. At first sight this would seem to indicate a great improvement in the export trade, but the difference is easily accounted for by the increase in the exportation of three such heavy articles as timber, coal, and minerals. In nearly all other exports there was a falling off.

The total import trade in 1899 was 181,558 tons against 193,729 tons in 1898, or a decrease of 12,171 tons. This is more than accounted for by the falling-off in the importation of grain in consequence of the abundant harvest of 1898, which naturally only affects the following year.

The petroleum refinery at Bosnian Brod is now in full work and seems to be a prosperous concern. It produced in 1899 about 10,000 tons of petroleum, but not of the best quality. A considerable quantity goes to Hungary and the remainder is consumed in the country. Industries. Petroleum refinery.

The chemical works at Tuzla are doing very well. They produced in 1899 about 15,000 tons of alkalies and 10,000 tons of Chemical works.

other chemical products, and paid a dividend of 12 per cent. The works employ over 400 workmen and the paid-up capital is 93,000/.

The "Holzverwerthungs-fabrik" at Teslić, with a capital of 125,000/ (3,000,000 kr.) which produces from beechwood methylic alcohol, acetone, pyroligneous acid, acetate of lime, tar and charcoal, and impregnates sleepers and building timber, is not so far prospering, as it has not yet recovered from the heavy outlay incurred in the reconstruction of the machinery, involved by the failure of the process, known as the Bergmann patent, which was at first employed.

The calcium carbide works at Jaice, with a capital of 250,000/ (6,000,000 kr.), also did not thrive in 1899.

Ironworks.

The ironworks at Vareš, under the direction of the Government, are the most prosperous in the country. The capital was increased in 1899 to 166,666/ (4,000,000 kr.) and a second blast furnace constructed. A dividend of 9 per cent. was declared against $6\frac{1}{2}$ per cent. in 1898, and it will, it is said, be still higher for 1900.

The iron and steel works at Zenica were also enlarged in 1899 and the capital of the company increased to 145,833/ (3,500,000 kr.). About 12,000 tons of goods were produced but no dividend was paid; nevertheless a prosperous future for these works is confidently anticipated.

Saw-mills.

The various sawmills erected in different parts of the province did well in 1899. The principal are Otto Steinbeis at Doberlin and Eissler and Ortlieb at Zavidovic, both of which are calculated to cut up 200,000 cubic yards of timber annually. Next to these come Giuseppe Feltrinelli at Kobildol near Serajevo, cutting up over 30,000 cubic yards annually, and Giovanni Šučany at Han Compagnie near Travnik, cutting up 20,000 cubic yards. Besides these there are many other small establishments scattered over the country.

Sugar factory.

A sugar factory at Usora, another Government undertaking, with a capital of 83,333/ (2,000,000 kr.) is also, I believe, fairly prosperous. It employs 500 workpeople and produced in 1899 about 3,500 tons of sugar.

Distillery.

The distillery at Tuzla does not seem to be a very profitable concern, although it produced over 170,000 gallons of spirits of wine in 1899.

Brewery.

The brewery of the "Actiengesellschaft" at Serajevo, producing annually 990,000 gallons (45,000 hectolitres) of beer, continues to be a most lucrative concern.

Mining.

The output of all minerals, with the exception of chrome and manganese, was greater in 1899 than in 1898. Annex II gives the total output in tons, and their value in sterling, of the various minerals, and the difference as regards 1898.

Annex III gives the same information concerning all foundries, smelting works, &c.

**Agriculture.
The weather
and the crops.**

The winter of 1898-99 was again unusually mild with little snow—the third mild winter in succession. The spring was dry

and the summer wet and cool, and all crops suffered in consequence.

Cereals were all below the average, but oats gave the best crop. **Cereals.**

Hay was a short crop and damaged everywhere by the rain. **Hay.** In many parts of the country it remained weeks on the ground before it could be carried.

The plum crop was very indifferent—about half that of 1898 **Fruit.**—and the quality inferior.

The vintage was also deleteriously affected by the cool wet **Vintage.** summer and the wine was of indifferent quality.

The tobacco crop was also a poor average. About 2,500 tons **Tobacco.** were consigned by the cultivators to the tobacco "Regie," for which they received in the aggregate about 200,000*l*.

The public health was in general fairly good during the year **Public health.** 1899. There was a good deal of smallpox in the district of Banjaluka, and measles, whooping-cough, scarlet fever, diphtheria, typhoid fever, influenza, dysentery and parotitis existed more or less throughout the province the whole year, but with no great virulence. The most prevalent of the above diseases were diphtheria and typhoid fever.

The authorities have not yet succeeded in stamping out swine **Epizootic diseases.** plague. During the winter months there are few cases, but the number gradually rises as the spring advances, attaining its maximum in August and then again steadily falling. Over 7,000 cases were reported during the year 1899, all of which, with few exceptions, either proved fatal or the animals had to be destroyed. **Swine plague.**

In the early part of the year there was an outbreak in the **Infectious inflammation of the tongue.** north of the province among horned cattle of an infectious inflammation of the tongue. Over 11,000 animals were attacked, but all seem to have recovered and in May the epidemic had ceased.

There was also much sheep-pox in the district of Bihać, **Sheep-pox.** attended with great mortality. Over 5,500 cases, of which at least 25 per cent. proved fatal, were reported to the authorities.

Anthrax also prevailed all over the country and among all **Anthrax.** kinds of cattle throughout the year. The number of animals attacked was not large, but they invariably succumbed.

Rabies also existed more or less in all parts of the country. **Rabies.** Stringent measures for its suppression are enforced by the Government, and over 900 dogs were destroyed in the course of the year, but with little apparent effect.

Finally, fowl-typhoid prevailed in the latter part of the year **Fowl-typhoid.** in the north of the province, but was confined to two or three localities.

The works on the Gabella-Castelnuovo line of railway were **Public works.** actively carried on throughout the year, but the line will not be **Railways.** completed before the summer of 1901.

The drainage works of the town of Serajevo were continued **Drainage of Serajevo.** during the summer of 1899, but as it is impossible to close to all traffic many of the streets at once, the work cannot be accelerated,

and at least another couple of years are required to complete the whole network of sewers.

Revenue and expenditure. According to the Budget laid before the Austro-Hungarian delegations in November, 1899, the revenue of Bosnia and the Herzegovina for the year 1900 was estimated at 1,735,620% (41,654,881 kr.), and the expenditure at 1,730,265% (41,526,368 kr.), with a surplus, 5,355% (128,513 kr.). This is an increase in two years of 131,932% (3,166,381 kr.) and 131,447% (3,154,728 kr.) respectively.

Military grant. The annual grant for the Austro-Hungarian army of occupation for the current year—the only expense incurred by Austria-Hungary for these provinces—was 304,250% (7,302,000 kr.). This is higher than last year's grant, which probably may be attributed to the raising of the officers' pay in the Austro-Hungarian army and to the increase of the allowance given to the men in lieu of supper.

Municipal budget. The municipal revenue of the town of Serajevo in 1899 was 47,062%, being 3,042% more than the estimate, and the expenditure 39,761% or 2,221% less than the estimate.

Increase of town dues. Although there is a steady annual increase in the municipal receipts, they do not keep pace with the requisite expenditure, and it has therefore been decided to raise the octroi or town dues on all drinks and provisions from the beginning of 1901.

Annex I.—TABLE of all Exports and Imports to and from Bosnia and the Herzegovina during the Year 1899.

Articles.	Imports.		Exports.	
	1899.	More or Less than in 1898.	1899.	More or Less than in 1898.
	Tons.	Tons.	Tons.	Tons.
Colonials	2,585	+ 91	27	- 68
Spices	58	+ 18	1	- ..
Southern fruits	1,514	+ 206	122	- 109
Sugar	4,656	+ 188	998	- 733
Tobacco	600	+ 208	1,534	- 634
Corn, grain, flour, &c. .. .	42,947	- 27,566	50,340	+ 16,276
Vegetables, fruits, and plants .. .	13,776	+ 3,846	28,844	- 21,454
Poultry, game, and fish .. .	107	- 4	401	+ 47
Animal products	367	- 202	8,235	+ 497
Fatty substances	1,180	- 94	59	- 145
Oils	840	- 106	20	- 168
Drinks	11,697	+ 927	2,814	+ 288
Provisions	1,313	+ 325	809	- 386
Wood and coal	22,644	+ 3,149	255,501	+ 57,239
Turnery and wood-carving .. .. .	..	- 2	2	- 51
Drugs and perfumery	15	- 1	1	- 4
Minerals	8,682	- 2,741	56,074	+ 22,881
Dye-stuffs	28	- 22	2,011	- 1,273
Gums and resins	682	+ 7	32	+ 12
Mineral oils	8,898	+ 5,069	11,885	+ 8,820
Cotton goods	1,953	+ 736	77	- 51
Jute, flax, and hemp goods .. .	1,218	+ 313	216	+ 152
Wool and woollen goods .. .	650	- 520	315	- 69
Silk and silk goods	24	- 10	5	- 1
Clothing and haberdashery .. .	2,044	+ 584	694	+ 175
Brush and sieve-makers' wares .. .	51	+ 12	5	- ..
Straw and bast wares	43	..	2	- 1
Paper and paper goods	1,006	+ 68	76	- 10
Indiarubber goods	54	+ 45	..	..
Oilcloth, tarpaulins, &c. .. .	20	- 12	4	+ 4
Leather and leather goods .. .	880	+ 168	122	- 4
Furs	3	- 3	2	- 13
Wooden and bone wares, basket work	929	- 176	408	- 198
Glass and glass wares	1,246	+ 134	48	- 30
Stone and stone goods	780	+ 161	120	- 22
Bricks, earthenware, and china .. .	17,668	+ 2,560	2,765	- 1,305
Iron and ironwork	13,414	+ 1,665	15,733	+ 1,404
Base metals and metal goods .. .	388	+ 51	290	- 9
Machinery	2,060	+ 670	110	- 54
Carriages and boats	206	- 83	86	+ 17
Precious metals and coins	8	+ 4	2	- 5
Scientific and musical instruments, hardware, &c. .. .	254	+ 31	50	+ 20
Salt	4,150	- 698	5,232	+ 41
Chemicals	1,033	+ 54	21,937	+ 3,755
Drugs, perfumery, and colours .. .	474	- 125	18	- 14
Candles and soap	799	+ 132	38	- 14
Matches and explosives	1,070	+ 168	58	- 7
Printed matter and works of art .. .	65	- 16	25	+ 10
Refuse	185	- 241	1,632	- 193
Packings	2,084	+ 207	2,243	- 223
Sundries	4,340	- 1,278	4,505	+ 3,235
Total	181,558	..	471,026	..

Annex II.—OUTPUT of Minerals in Bosnia and the Herzegovina during the Year 1899.

Mineral.	Output in 1899.	More or Less than in 1898.	Value.	More or Less than in 1898.
	Tons.	Tons.	£	£
Coal	808,425	+ 32,242	54,169	+ 6,975
Iron ore	67,085	+ 8,552	13,972	+ 3,276
Copper ore	3,980	+ 195	2,082	+ 120
Manganese	5,266	— 54	7,458	— 305
Chrome ore	198	— 262	653	— 711
Iron pyrites	430	+ 190	179	+ 79
Grey copper	681	+ 93	853	— 302
	Gallons.	Gallons.		
Brine	30,537,084	+ 4,625,698	4,627	+ 701
Total .. ..	..	..	83,993	+ 9,883

Annex III.—GROSS Production of all Foundries, Smelting Works, &c., in Bosnia and the Herzegovina during the Year 1899.

Product.	Quantity in 1899.	More or Less than in 1898.	Value.	More or Less than in 1898.
	Dwt.	Dwt.	£	£
Gold	16	+ 16	3	+ 3
	Tons.	Tons.		
Quicksilver	4	..	868	..
Pure copper	190	+ 41	11,875	+ 2,763
Copperwork	23	— 27	1,920	+ 1,920
Raw iron	13,749	— 1,587	37,805	— 4,280
Cast-iron wares	1,110	+ 168	11,097	+ 2,207
Wrought-iron wares	9,939	+ 1,428	70,733	+ 9,277
Salt	15,028	+ 532	96,915	+ 8,559
Total	231,216	+ 15,449

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AUSTRIA-HUNGARY.

REPORT ON THE FINANCIAL CONDITION OF HUNGARY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1625.

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Report on the Financial Condition of Hungary

By MR. CONSUL-GENERAL C. C. THORNTON.

(Received at Foreign Office, February 21, 1901.)

The economical and financial stagnation which has held Hungary in its grip since the year 1895 showed no signs of amelioration during the past 12 months; on the contrary, the situation has become worse. In spite of a tolerably good harvest, the unsettled character of the economical relations with Austria on the one hand, and on the other the general stiffening of the international gold market, seriously depressed the spirit of enterprise, and there is to be observed everywhere, but especially in the Capital, a standstill in every branch of trade and industry. Owing to the absence of an active demand for Hungarian mortgage bonds and communal obligations, the building industry in Budapesth has entered upon a period of enforced idleness, and, in consequence, the wage-earning capacity of numerous classes has received a severe check. An equally prejudicial influence has been exerted by the depreciation of local values, no less than by the unremunerative business effected by the great industrial firms. A noticeable result has been an exodus on a large scale of working hands.

Notwithstanding all this, it cannot be said that the economic situation has taken a critical character; credit maintains itself unshattered and discharges its normal functions. A favourable symptom is also to be noted in the fact that the railway returns show no falling-off; on the contrary, the goods traffic during the second half of 1900 manifested a progressive increase.

On January 1, 1901, the decennial census was taken throughout the country. The figures resulting are looked forward to with some anxiety, but yet with the hope that the population will be found to have increased in a satisfactory ratio, in spite of the general depression prevalent during so large a part of the decade just over, as also of the unwelcome proportions at times assumed by the tide of emigration.

The placing of the currency upon a gold basis, which has been so long promised, at last appears to be fairly in sight. The two Governments have been able during the past year to carry out

the major portion of their joint scheme, and little remains to be done. The introduction of the obligatory reckoning in kronen instead of florins was effected on January 1, 1900, and was accepted without friction.

Progress
towards
withdrawal of
State notes.

Of the State notes which had to be withdrawn, amounting in all to 200,000,000 gulden (16,666,000*l.*), the 50 gulden and 1 gulden notes—88,000,000 gulden (7,333,000*l.*) in value—have already been redeemed; the 5 gulden notes—112,000,000 gulden (9,333,000*l.*)—are to be withdrawn by September 1 of next year and to be replaced by kronen notes, which in their turn are to be covered by the gold payments made to the Austro-Hungarian Bank by the two Governments.

With the final withdrawal of these notes, the ground will be cleared for the resumption of payments in specie. The Hungarian Government proposes in the first place to decree an optional system of cash payments, so as to satisfy the internal demand for gold, and also to arrive at some computation of the amount of gold hoarded by the public. For this purpose the banks will at the proper moment issue a quantity of gold into circulation.

Gold at
disposal of
Hungarian
Government.

The supply of gold now lying at the disposal of the Hungarian Government is calculated at 246,000,000 kr. (10,250,000*l.*); of which 114,600,000 kr. (4,775,000*l.*) have been paid over to the bank, and 48,000,000 kr. (2,000,000*l.*) retained in the Treasury.

Funded Debt
at close of
1899.

The capital of the interest-bearing funded debt in Hungary at the close of 1899 was (internal and external), 184,558,458*l.* The amount of floating debt at the same moment was 2,948,983*l.* This gives a total debt of 187,507,441*l.*, and the charge for the service of the debt, with sinking fund, was 11,861,167*l.* The debt represents about 9 $\frac{3}{10}$ *l.* per head of the population, and the annual charge $\frac{6}{10}$ *l.* per head.

Depreciation
of invested
capital.

The shrinkage in the value of capital invested in Hungary has of late years been nothing short of calamitous. The following list will show the depreciation in various undertakings since the year 1896:—

					Amount of Loss.
					£
Insurance companies	..	..	..	..	730,000
Banks	..	..	..	..	1,490,000
Savings banks	..	..	..	..	285,830
Mills	..	..	..	..	362,708
Brick-making companies	..	..	..	..	800,000
Mines	..	..	..	..	466,600
Machine factories	..	..	..	..	748,380
Printing companies	..	..	..	..	310,000
Miscellaneous	..	..	..	..	1,122,500
Transport and forwarding companies	..	..	..	..	1,916,660

The above does not include the numberless minor undertakings which have disappeared altogether; nor the depreciation on the

State Railway bonds, the shares of the Danube Steamer Companies, &c. The one bright spot in the field under review is the circumstance that, notwithstanding these heavy losses, the Hungarian public were able and willing to subscribe 1,250,000*l.* to the silver loan issued by the Government in May last for a total of 120,000,000 kr. (5,000,000*l.*). About 2,000,000*l.* was invested abroad during the year by the best-accredited Hungarian institutions, perhaps a third of the usual amount.

About 500 new co-operative associations were founded last year, raising the total of these in Hungary to 2,000. In the league of the National Credit Association are to be found 900 constituent societies, with 143,000 members who enjoy from the Central Association a credit of over 2,000,000*l.* New associations founded.

The following is an exact list of all fresh undertakings started in Hungary in the years mentioned:—

Name of Undertaking.	1900.		1899.		1898.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£
Banking establishments ..	16	83,766	20	120,921	19	249,250
Savings banks ..	12	46,750	12	55,504	21	111,743
Co-operative societies ..	513	..	483	..	271	..
Industrial undertakings ..	45	1,059,791	38	1,454,843	42	1,268,248
Local railway and shipping companies ..	8	1,223,933	9	973,316	6	1,551,216
Insurance companies ..	3	..	3	8,333	10	91,916
Various ..	14	123,300	22	264,543	18	251,209
Total ..	611	2,537,542	587	2,877,866	387	3,523,588
Increased share capital ..	45	1,240,154	66	1,522,492	60	2,415,018
Total ..	..	3,777,696	..	4,400,358	..	5,938,606
Reduced share capital ..	15	238,676	28	607,773	17	314,342
Total ..	..	3,539,020	..	3,792,585	..	5,624,264

Companies going into liquidation:—

Year.	Number.
1898 ..	63
1899 ..	67
1900 ..	71

Hungarian rentes have sustained a considerable fall during the past months. The new (kronen) loan of 5,000,000*l.* was placed at an average of 89. The market price for the same sank from 93·80 to 89·80 rising again to 93. Fall in Hungarian Rentes.

And in State
paper since
1896
generally.

The following table records the fluctuations sustained by Hungarian State paper since 1896:—

Price on December 31—					
	1896.	1897.	1898.	1899.	1900.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Railway Loan	122·75	120·50	120·00	120·00	100·00
4 per cent. Gold Rente..	122·25	121·50	120·00	120·00	98·50
„ Kronen Rente ..	99·25	99·60	97·90	94·75	92·95
Hungarian Lottery Loan ..	150·00	153·00	158·00	160·00	166·50
Land Redemption Bonds ..	97·75	97·25	96·75	94·50	72·25
Liquor Traffic Rights, Redemp- tion Bonds	100·50	101·25	101·00	99·50	98·50

Fall in
general
securities in
same time.

Taking all securities together, not including Government stock or mortgages, which are dealt with on the Budapest Exchange, it results that, in the year 1900, the total advances in price amounted to 3,152,000 kr. (131,330*l.*) only, whilst the total loss in value was 98,040,755 kr. (4,085,000*l.*). This, therefore, implies a net depreciation of 3,953,700*l.* Compared, however, with values in the year 1895, the enormous falling-off is apparent of 290,000,000 kr. (12,083,000*l.*).

Confidence
still felt in
the future of
the country.

Gloomy as this picture is, unshaken confidence is expressed by the best-informed authorities in the ability of the Hungarian people, with the abundance of the resources of the country, to pave the way for a return of prosperity. The recommendation is particularly made that Hungary should seek to enlarge her dealings with other States.

The Hungarian Budget for 1901.

Balance-
sheet.

The principal balance-sheet is shown as follows (at 24 kr. to the *l.*):—

		Estimate.		1901.	
		1901	1900.	Increase	Decrease.
		£	£	£	£
Ordinary expenditure .. ..	..	40,437,354	39,901,499	535,855	..
Transitory expenditure .. ..	..	1,282,160	2,011,381	..	729,221
State investments .. ..	..	2,303,254	2,259,457	43,797	..
Total .. ..	..	44,022,768	44,172,337	..	149,569
„ revenue .. ..	..	44,024,262	44,178,475	..	154,213
Surplus .. ..	..	1,494	6,138	..	4,644

The increase in the estimated ordinary expenditure of 12,860,523 kr. (535,855*l.*) is partly attributable to the augmentation, amounting to 2,561,126 kr. (106,714*l.*) in the share of Hungary in the common expenses with Austria.

Under this total increase of ordinary expenditure it is to be noted that a sum of 5,100,000 kr. (212,500*l.*) is assigned to the service of various recent legislative measures, principally in connection with the State railways. Also that reforms connected with justice, police, educational institutions, &c., absorb an addition to previous estimates of 4,600,000 kr. (191,660*l.*)

The principal variations, as compared with the previous year, are the following:—

The service of the public debt demands an increase of 1,510,827 kr. (62,951*l.*), chiefly on account of interest on the railway bonds issued during the present year; also on the capital 25,346,000 kr. (1,056,083*l.*) to be raised for further State investments, which alone, with the costs, demands an increase of 5,933,400 kr. (247,220*l.*). The smallness of the total increase is explained by the fact of the abandonment of a further intended issue of 3½ per cent. rentes, involving an economy of 4,054,960 kr. (168,956*l.*)

The Ministry of Finance asks for 6,055,629 kr. (252,318*l.*) less than in 1900. Amongst the economies foreseen is one of 5,856,566 kr. (244,023*l.*), in the working expenses of the State ironworks, unfortunately rendered probable by the languishing condition of the industry.

There is an increase in the expenses of the Tobacco Régie owing to more extensive operations.

The Ministry of Commerce requires an increase of 7,909,928 kr. (329,580*l.*) in all. Of this sum, 1,876,400 kr. (78,183*l.*) will be devoted to augmented expenditure on the postal, telegraphic, and telephonic services. The returns, however, are fully expected to cover the extra outlay. The State railways will take 4,980,534 kr. (207,522*l.*) additional, but here again an ample cover is looked for.

The Ministry of Agriculture asks for 2,793,832 kr. (116,409*l.*) more than last year, 1,393,746 kr. (58,073*l.*) extra being assigned to a reorganised veterinary service.

The Ministry of Public Education will take 1,978,294 kr. (82,429*l.*) additional, to be employed in various urgent reforms, extensions of elementary and other schools, &c.

As regards the extraordinary expenditure, a diminution on the whole of 16,450,179 kr. (685,424*l.*) is foreseen, embracing transitory expenditure and investments; the chief reason being that no further demand for silver bullion will be made in connection with the coinage of the new 5 kr. pieces.

But with regard to the principal variations shown, it is to be noted that the joint extraordinary expenses of the Dual Monarchy will demand from Hungary a contribution larger by 4,180,601 kr. (174,190*l.*) than in 1900; this arises both from the natural growth of these expenses, and from the fact that the proportion to be borne by Hungary has been increased

to 33 $\frac{1}{5}$ per cent. of the whole, as in the ordinary joint expenditure.

Diminution
under
Finance
Department

In the Finance Department there is a diminution of 21,451,547 kr. (893,814*l.*); the excess in the last Budget being partly due to the coinage operations and partly to the participation in the Paris Exhibition.

Finally, for investment purposes in connection with the Hungarian State railways, 25,346,000 kr. (1,056,083*l.*) are assigned, being an advance over last year's figures of 5,346,000 kr. (222,750*l.*).

Revenue,
increase
expected in
ordinary.

Turning to the side of revenue, the ordinary receipts are estimated at 14,575,754 kr. (607,323*l.*) more than in 1900. The direct taxes are credited with 4,600,000 kr. (191,660*l.*) increase; excise and octroi with 4,000,000 kr. (166,660*l.*); stamps with 960,000 kr. (40,000*l.*); the Tobacco Régie with 1,716,000 kr. (71,500*l.*); the salt monopoly with 341,226 kr. (14,218*l.*), &c.

Among the diminutions foreseen is 7,451,118 kr. (310,463*l.*) in the receipts from the State ironworks, already referred to.

The revenues of the Commercial Department are credited with an increase of 9,032,689 kr. (376,362*l.*); posts and telegraphs supplying 3,300,000 kr. (137,500*l.*), and State railways 5,214,000 kr. (217,250*l.*).

Diminution
in
extraordinary
receipts.

Extraordinary receipts show a slight diminution in prospect.

The actual public expenditure in 1899, excluding expenditure provided for by loans, was:—

Actual public
expenditure
in year
ending
December 31,
1899.

					Amount.
					£
Railways	..	..	..	..	5,594,375
Posts and telegraphs	..	..	..	..	1,505,542
Public debt..	..	..	..	..	11,861,167
Other services	..	..	..	..	23,836,208
Total	..	..	..	..	42,797,292

Rate of
exchange.

The average rate of exchange between English money and the standard Hungarian coin was in 1889, 10*l.*, equal to 239.36 kr.; and in 1899, 10*l.*, equal to 241.23 kr.

Pamphlet
dealing with
final accounts
1868-97.

An exhaustive study of the final accounts of the financial administration of Hungary during the 30 years ending with 1897 has recently been published by Mr. Bencke, a member of Parliament, who has officiated for several years past as Reporter to the House of the Committee charged with the examination of that subject. The following, down to the end of this Report, are extracts from that work, translated from the Hungarian:—

Pensions and
superannua-
tion
allowances.

In 1868 the liabilities under pensions, &c., amounted to 2,864,000 fl. (12 fl., equal to 1*l.* nearly). Since that time they have gradually risen, reaching 8,416,000 fl. in 1897, owing partly to successive retirements among the elder employés and partly to the fact that the re-organisation of various depart-

ments of the public service rendered the retirement of a number of active officials necessary.

Consequent upon the steady increase of the public debt, the amount required for interest and the service of the debt grew in proportion. The expenditure under this head was, in 1868, 48,521,000 fl., but in 1884 this had risen to more than 100,000,000 fl. From that date the requirements of the public debt steadily rose, first, to 112,000,000 fl., and then to 133,500,000 fl. from various causes, including the redemption of the right of sale of intoxicating liquors, for which object interest bearing redeemable bonds were issued; also the acquisition by the State of the Hungarian lines of the Austro-Hungarian State Railway Company. Henceforth the annual expenditure under this title will be from 131,000,000 to 132,000,000 fl.

The public debt, increase in annual expenditure on.

Present annual figure.

The participation in the expenditure for the Croato-Slavonian Local Government was, up to January 1, 1900, calculated at 45 per cent. of the corresponding revenue, but will in future be calculated at 44 per cent. The expenditure entered under that head likewise shows a steady increase. In 1871 this amounted to a little over 2,000,000 fl., rising between 1872 and 1876 to more than 4,000,000 fl., since when it increased to 5,000,000 fl. in 1883, reaching in 1891 over 6,000,000 fl., and later on 7,000,000, 8,000,000, and even 9,000,000 fl.

Expenditure connected with Croatian local government.

The Budget of the Home Office—Ministry of the Interior—amounted, during the first years after the re-establishment of Constitutional Government, to about 9,500,000 to 10,500,000 fl. In 1872 it came down to between 7,000,000 and 8,000,000 fl., a considerable part of the items charged to this department being transferred to the Ministry of Justice, in conformity with the law altering the system of judicial administration. But in 1884–85 it again rose to above 9,000,000 fl., and since then it has gradually progressed to 10,000,000, 11,000,000, 12,000,000, 13,000,000 and lately to more than 15,000,000 fl.

Ministry of the Interior.

This increase was caused by various new creations, such as the re-organisation of the sanitary and police service on a broader and more efficient basis, the setting up of public registries, the augmented allowances to the county authorities, &c.

The constant development of public affairs has naturally reacted upon the whole organisation, but especially upon the expenditure for the administration of the public exchequer. The changes that have taken place during the past 30 years, are, for instance, the opening up of fresh sources of income, creating, organising, and administering new rates and taxes, the creation of the institute of inspectors of taxes and assessment offices, which afterwards had again to be abolished, the founding of cadastral offices for the registration of land taxes, and the creation of exchequer courts. In consequence of the alteration in the Statute Law XXVIII, of 1889, finance directors with their offices were created in almost every county, the number of tax offices was permanently increased, and the staff of the central department of the Treasury had also to be permanently increased. The expenses

Administration of the public exchequer.

in connection with these changes in course of time doubled the budget of this department, whilst in 1868, 5,231,000 fl. covered the requirements of this department, it absorbed in 1897 more than 10,000,000 fl.

**Ministry of
Commerce.**

The increase in the Budget of the Ministry of Commerce—Board of Trade—has been still larger. Not including the costs for the maintenance of public highways, it rose from 500,000 to 3,000,000 fl., and reached eventually a figure over 4,000,000 fl., but it must be mentioned that the deficit of the National Exhibition, 1896, was charged to this department in the accounts of 1897. This notable increase is, however, fully accounted for by the extraordinary activity of this department, which has achieved considerable success in developing trade, industry, and commerce, and in safe-guarding and protecting the rights of commerce in general, and is likely to achieve still greater successes in the future.

**Public
highways.**

The expenditure for the maintenance of public highways varies from 2,000,000 to 3,000,000 and even to 4,000,000 fl. The total length of these highways was in 1897, 6,981·565 kiloms. in Hungary, and 1,163·741 kiloms. in Croatia-Slavonia. The cost of maintenance was between 380 and 390 fl. per kilom.

**Ministry of
Agriculture.**

The expenses for the Administration of the Ministry of Agriculture—including the maintenance of the waterways—amounted in 1868 to something above 500,000 fl., whilst in 1897 they exceeded 3,500,000 fl. This increase clearly proves that great and intense care has been bestowed on all branches of agriculture, notably on the promotion of special instruction through schools of forestry, of agriculture in general and of farming. Veterinary science, cattle-raising, viniculture, improvement of the soil, silk farming and colonisation, are all objects with which this department has had to deal. Great care was devoted in 1892 to the stamping out of the rinderpest, and since 1881, to protecting the vineyards against the ravages of the phylloxera. All these branches of agriculture receive an ever-increasing and careful attention.

**Ministry of
Public
Worship and
Education.**

The Budget of the Ministry of Worship and Public Instruction has during the last 30 years increased tenfold, so much so, that it amounted in 1897 to more than 10,000,000 fl. This large increase is chiefly due to the development in all branches of public instruction, but also to a more extended application of State grants for educational purposes, to the transformation of teaching institutes into State establishments, and to the continual creation and maintenance of new educational establishments.

**Ministry of
Justice.**

The expenditure of the Ministry of Justice amounted in 1872 to from 3,000,000 to 4,000,000 fl. In that year, however, consequent upon an alteration in legal procedure, a certain amount of business was transferred from the Home Office to the Ministry of Justice, thus causing an increase in its expenditure, which from that time amounted to about 10,000,000 fl. per annum, remaining at that figure until the 80's, when it reached 11,000,000 fl., increasing up to 1897 to more than 14,000,000 fl. The latter

increase is ascribed to the changes effected in the system of courts of justice, and to the promulgation of the Sanitary Laws, as well as to many other changes introduced into legal affairs, producing an increased amount of legal business.

The requirements of the Ministry of National Defence (Honvéd Ministry) have, since the re-establishment of Constitutional Government, simply doubled. In 1897 the sums required by this department amounted to 12,000,000 fl. During these 30 years the Honvéd Army has not only been organised, but also carefully developed and perfected to a high degree of efficiency.

The total expenditure of the administration rose from 111,000,000 fl., at which it stood in 1868, to 261,000,000 fl. in 1897. To meet this enormous expenditure, it became necessary to create an adequate revenue by opening up new sources of income. The most productive source of income during this period was found to be direct taxation, including the additional quota of the Land Redemption tax. The system of taxation prevailing at the time of the re-establishment of Constitutional Government was devised by an absolute Administration, but it was necessary that it should remain provisionally in force, and in spite of emendations introduced by law, together with new kind of taxes and rates in the meantime, it is virtually still the basis of the system of taxation.

In 1868 there existed only four kinds of direct taxes, viz., land tax, house tax, income tax, and a tax on salaries or wages. The audit showed a clear revenue of 58,000,000 fl. In 1875 the tax on salaries or wages was merged into the newly-organised trade tax, and likewise part of the former income tax was also merged into this trade tax, whilst out of the remaining part, four independent kinds of taxes were formed, viz., a tax on interest upon capital, on rents, on mines, and on the income of those public concerns which are by law bound to publish annually a balance sheet of their business.

Besides these, entirely new taxes were created, such as a duty on transport by rail or steamer, taxes upon luxury and sport, and licences for carrying arms. To supplement revenue, which still proved insufficient to meet the steadily rising expenditure, the General Supplementary Income Tax was imposed in 1875. By these enactments the revenue was raised, in 1876, from 70,000,000 to 80,000,000 fl. In 1879 the so-called taxes upon luxury were abolished, and lottery taxes were introduced instead of them. In 1880 the passenger duties were augmented, and a tax created, to be levied on those persons who, from whatever legal cause, were exempt from military service. This latter tax was subsequently increased in proportion to the income of the person exempted. In the last-mentioned year the additional income tax was considerably increased, and the income of capital deposited at banks and other financial establishments was subjected to taxation. The year 1883 brought some modifications in the law on taxation of land, houses, rents, and capital, and also on the General Supplementary Income Tax. These changes fully

Ministry of
National
Defence.

Total
expenditure
of adminis-
tration.

Original
system of
direct
taxation.

Changes
introduced.

New taxes
created.

Increased revenue obtained.	<p>account for the improvement in the returns of direct taxation. The Law of 1883, which exempted the day-labourers' earnings from taxation, in no way influenced the steady rise in the revenue from direct taxation. Thus in 1880 the revenue rose from 81,000,000 to 83,000,000 fl.; in 1883, from 88,000,000 to 92,000,000 fl.; and in 1884, from 92,000,000 to 94,000,000 fl. In 1887 the passenger duties were again increased, and the revenue in that year was 95,000,000 fl., whilst in 1888 it stood at over 99,000,000 fl. The revenue still continued to rise, reaching in 1897 108,500,000 fl.</p>
Present system of taxation unsatisfactory. Reform promised.	<p>It is at present generally conceded, Mr. Bencke proceeds to remark, that the present system of taxation requires to be altered, and that there exists a universal desire to see it reformed as soon as possible. The Minister's statement, in bringing in his Budget for 1901, that the desired reform was in course of preparation and would soon be brought forward gave general satisfaction. It is hoped that the nation will soon be relieved from the present inconveniences, and that the burden of taxation will be re-adjusted.</p>
Ootroi and excise, revenue derived from.	<p>Of all the indirect taxes, the consumption and liquor taxes (excise) have, from the beginning, produced the largest amount of revenue. In 1868, the then existing rules and regulations for collecting these taxes—such as the taxes on spirits, beer, wine, sugar and meat—were, with some trifling modifications, retained. During the first years of the new Administration, the revenue derived from this source amounted to from 12,000,000 to 13,000,000 fl. per annum. Subsequent legislation was chiefly directed to the increase of the revenue and to the introduction of new taxes, and only partly to modifications in the mode of collection of some kinds of taxes. In this the Legislature was guided, not only by economical, but also and chiefly by financial considerations. Some alterations were, however, effected in the taxation of agricultural produce, where it appeared desirable.</p>
Increase in duties.	<p>After some slight increase in 1875 of the taxes on consumption, the spirit tax was also raised in 1878. But the desired improvement in the revenue was not fully realised. In 1880 the duty on sugar was raised; a year later, the Treasury being then in straitened circumstances, consumption taxes on sugar, beer and coffee were introduced as new imposts; the last-mentioned tax was, however, again abolished in 1883, whilst that on sugar and on beer was simultaneously further increased. In 1882 the tax on mineral oil was introduced, and in 1884 the fiscal rules relating to this and to the spirit dues were modified, and a tax on compressed yeast was imposed.</p>
Further increase.	<p>From April 1, 1887, the consumption taxes, especially those on sugar and beer, were again raised, the former by 50 per cent., and the latter by 100 per cent. On August 1 of the same year the tax on sugar, and on September 1 that on spirits, were further increased. Consequent upon these fiscal enactments the corresponding revenues rapidly improved. In 1879, the revenue derived from these sources amounted to 18,000,000 fl.; in 1880,</p>
Revenue so obtained.	

to 19,000,000 fl.; in 1881, to 24,000,000 fl.; in 1883, to 25,000,000 fl.; in 1884, to 27,000,000 fl.; and in the following years to between 30,000,000 and 35,000,000 fl., whilst in 1889 they produced over 39,000,000 fl.

On June 1 in the following year—in Croatia-Slavonia a Licensing-month later—the statute regulating the licensing monopoly came into force, opening up a new source of revenue, which in 1890 raised the revenue from this branch of taxation to above 62,000,000 fl.

From 1894 onwards, the law regulating the collection of the spirit dues within the area of consumption was promulgated, and in June, 1896, the sugar duty was again increased.

After that time the revenue derived from these sources went up by leaps from 62,000,000 to 77,000,000 fl.; thus the revenue from consumption taxes, from spirits and liquors, rose to six times the amount at which it stood 30 years ago.

The income from stamps and from duties and fees on legal transactions forms a very important item of revenue.

The Legislature authorised the Government in 1868 to continue, with certain modifications, the then existing rules and regulations for the collection of the stamp dues. This authority was, at first, annually renewed until 1875, when it was made permanent until further legislation.

The original rules were, however, from time to time amended, altered, supplemented and amplified; as, for instance, in 1869, 1871, 1873, and again in 1875, 1881, 1883 and 1887, by which enactments the stamp duties were increased and their application extended. The result was a considerable rise in the revenue, which took place during the period of 1868–1897, when the income from these sources rose from 10,560,000 to 38,842,000 fl. But this improvement was not exclusively due to the administrative measures taken, but also to the increased traffic and trade, the great advance in the value of land and to the multiplication of transactions to which stamps and fees became applicable.

During the first period of Constitutional Government, the tobacco monopoly was, with the consent of Parliament, administered under the rules and regulations established by the late absolute Government. Legislation on this matter did not commence until 1876 when, amongst other modifications, the duty on tobacco grown for domestic uses was doubled. In 1888 some important changes were effected in this branch of fiscal administration. One of these changes deserves special mention. Previously to that time the tobacco grower had the right to retain a certain part of his crop for domestic uses, i.e., for the use of himself and his household, by paying the duty on tobacco. This right was now taken away, and very stringent laws were enacted against smuggling and other unlawful acts by which the revenue incurred prejudice. At the same time the price of manufactured tobacco was considerably augmented. The use of this article is constantly on the increase, and with it the revenue derived from it increases proportionally.

Great increase in revenue from octroi, &c., since 1896.
Stamps and fees.

Stamps, &c., revenue steadily increasing since 1868.

Tobacco monopoly.

Revision of, in 1883.

Revenue
drawn from
tobacco.

Leaving out of consideration the results of some exceptional years, the net revenue from this monopoly was, in 1876, between 14,000,000 and 15,000,000 fl.; by 1881, it had risen to between 16,000,000 and 18,000,000 fl. Since 1882, it has always stood at above 20,000,000 fl. During some later periods this revenue rose to over 30,000,000 fl., and in 1893, 1895 and 1897 it exceeded even that amount.

Table of
production,
manufacture
and use of
tobacco.

The production, manufacture, and use of tobacco from 1868 to 1897 was as follows:—

1868.

Tobacco—			
Area planted	Acres (Austrian) ..		95,339
Quantity grown	Cwts. (") ..		865,398
Factories	Number		9
Manufactured—			
Smoking tobacco	Cwts. (Austrian) ..		160,350
Snuff	" (") ..		2,168
Cigars and cigarettes	Number		238,755,562
Sold—			
Smoking tobacco	Cwts. (Austrian) ..		145,304
Snuff	" (") ..		2,871
Cigars and cigarettes	Number		332,849,948

1897.

Tobacco—			
Area planted	Acres		62,598
Quantity grown	Kilos.		45,659,221
Factories	Number		19
Manufactured—			
Smoking tobacco	Kilos.		18,252,823
Snuff	"		39,854
Cigars and cigarettes	Number		1,393,080,517
Sold—			
Smoking tobacco	Kilos.		17,807,460
Snuff	"		53,009
Cigars and cigarettes	Number		1,328,914,826

State
lotteries.

The revenue derived from the lottery monopoly has scarcely showed any change during the whole period of 30 years, remaining between 1,000,000 and 2,000,000 fl. In 1897 the small lottery, with 90 figures only, was abolished, and the classified lottery substituted in its stead; but the financial effect of this change will only be perceptible after the lapse of some years, the more so as the small lottery was still in operation during the first year of the new system.

Salt
monopoly.

The revenue from the salt monopoly has also risen moderately during this period, increasing from 10,000,000 fl. annually to 14,000,000 fl.

National
lands.

The income from national lands is generally decreasing, con-

sequently upon the gradual sale of this kind of State property. This source of income produced in 1897 only 1,332,000 fl.

The post-office, telegraph, and telephone stand in constant reciprocal relation with the development of public economy and civilisation, and their history is closely connected with that of the economic and cultured life of the nation.

During the period immediately following the re-establishment of the Constitution, very little was done which affected the post-office and its kindred services. This was severely felt at the beginning of the new era, the more so, as all branches of public life had received a new impulse to increased activity, which could only be satisfied by improved means of communications.

Improving trade and industry, perfected means of intercourse, the spread of culture, which rendered intellectual intercourse more and more desirable, increasing population, but notably a closer and more intimate contact with foreign nations, such as naturally greatly assisted the development of the national institutions, gave a new stimulus to postal and telegraphic concerns.

The consolidation of the postal and telegraph services into one administration proved an important and very judicious step, by which both services were rendered more uniform and more economical. This was effected in 1888.

The telephone was first introduced into the Capital and the adjoining township of New Pest in 1880 under a system of licensing. The licence system was transformed in 1887 into a lease granted to private persons, but in 1897 the whole business was taken over and worked by the State. Previously to that step being taken, Parliament, on the motion of the Government, not only declared that telephonic communication, whether in towns or in the country generally, could only be established and worked by the State, but also authorised the acquisition of all existing telephonic wires.

Up to the time of consolidating the two services, the telegraph was constantly worked at a loss, which could not always be met by the surplus from the post-office; the latter itself showing, in 1868 and 1870, a deficit.

Since, 1870, however, the net financial results became more favourable, so that in 1879 already the actual surplus amounted to more than 1,000,000 fl., in 1883 it rose to above 2,000,000 fl., in 1888 to 3,000,000 fl., in 1889 to 4,000,000 fl., and in 1896 to 5,000,000 fl.

The following table shows the progress and development of the post-office and its various branches, such as the telegraph and the telephonic service :—

posts,
telegraphs,
and
telephones.

Early
neglect of
these
services.

Later
development.

Services
consolidated
in 1888.

Introduction
of telephones,
1880.

Taken over
by State,
1897.

Deficits in
postal, &c.,
services until
1870.

Surplus
shown in
late years.

Table
showing
progress of
post-office,
&c.

POST-OFFICES.

	1897.	1868.
Post-offices:—		
Public.. .. .	233	29
Private	3,867	1,281
Total number of public, private, travelling, and other post-offices	4,681	1,337
Number of post-offices—		
Per 100 square kiloms.	1.45	0.41
Per 10,000 inhabitants	27	8.62
Number of postal deliveries	9,713	1,231
Total length of postal districts in kiloms. ..	95,663	32,565

TELEGRAPHS.

	1897.	1868.
Number of telegraph stations—		
State offices	1,222	190
Railway and private stations	1,677	214
Average per 100 square kiloms.	1.11	0.13
„ 100,000 inhabitants	16.66	2.62
Length of wires of the public lines in kiloms. railway and private telegraph lines in kiloms.	21,489	8,141
Number of telegraphic apparatus	21,535	8,429
	4,247	480

Telephonic
establish-
ment.

The telephonic establishment consisted in 1897 of the following sections, viz. :—

(a) The inter-urban telephones: central and public exchanges, 42; joining subscribers, 68; length of wires, 1,519 kiloms.

(b) Extra-urban, connecting telephones for telegraph and official wires: central and public exchanges, 255; subscribing stations, 912; length of wires, 2,873 kiloms.

(c) Public telephones in towns: central and public exchanges, 162; subscribing stations, 9,595; length of wires, 19,519 kiloms.

National
woods and
forests:
vigorous
administra-
tion since
1868.

The national forests and woods, the property of the State, were, during the period of absolute rule, totally neglected. The Hungarian Government vigorously took up the administration of forests and of timber production. By judicious legislation, and by considerable expenditure of capital, this branch of public administration was carried into entirely new channels, and rendered profitable from a financial point of view. Considering the preservation and protection of forests to be of vital importance to national economy, and also guided by climatic considerations, the Legislature declared the national forests inalienable, and by the creation in 1884 of the so-called Forest Acquisition Fund, national forestry was extended and improved.

Profits
obtained.

Whilst, in 1868, the net income from the national forests amounted only to 1,194,000 fl., it yielded during the last decade—notably from 1891–93, and again in 1897—more than 3,600,000 fl.

Immediately after the re-establishment of the Constitution, **Railways.** important arrangements were made with regard to railway matters. The very brisk movement in railway enterprise, consequent upon the altered circumstances, gained ground, not only because it promised to be profitable, but also because Hungary was then really very poor in railway connections, and the construction of a network of lines, equal to the requirements of public economy, was very much needed indeed.

In 1867, already the Legislature voted a considerable sum of money—to be raised by public loans—for railway and canal works, and in the following year the construction at the public expense of several important lines was ordered. At the same time, **Parliamentary votes in 1867-68.** concessions were granted for the construction of new lines, these **Concessions granted, with Government guarantee.** enterprises being assisted by guarantees of interest on the capital invested.

With these guarantees of interests, however, the Government took a very heavy burden upon itself, which hastened the financial crisis that soon overtook the country. Interest was guaranteed on the condition that all payments made under this title were to be considered as temporary advances, to be repaid out of future surpluses, if any. But only a very small part of these advances was ever paid back, the bulk of them remaining a burden on the Treasury as actual disbursements. **Loss resulting to Government.**

It becoming necessary to make some new investments on these guaranteed lines, Parliament, in 1875, authorised the Government to extend this guarantee to them also, but the capital required for this purpose was only raised at a later period by public loan. **Further guarantees in 1875.**

The climax of guarantees of interest was reached between 1873 and 1883.

The severe lessons and adverse results experienced in connection with these so-called "advances" smoothed the way towards the institution of the "State railways" system, and in the first half of the eighties that system was actually established. There still remained at first some heavy disbursements to be made for advances, but the Legislature voted the construction of new lines and the redemption of many existing lines. In 1883, a law was promulgated authorising the State to take charge of such of the guaranteed lines as showed a small financial return, and to work them. **System continued until 1883. State-owned railways instituted.**

Meanwhile the growing exigencies of provincial intercourse, transport, and public economy, brought the question of light railways district lines to the front, and Parliament issued regulations for the concession of such lines, granting them certain advantages. **Light railways introduced.**

During the following years the construction of State railways and the redemption of existing lines steadily progressed, the profitableness of the railways improving by dint of new expenditure and hastening the development of a large network of lines spread over the country, which proved to be one of the principal factors in the revival of the material and national life of the country. But the consequence of these enactments was the growth of the public burdens, the new investments absorbing many public **Development of State-owned system.** **Increase in public**

burdens
thereby
occasioned.

millions of florins, which could not be met out of the regular revenues of the State. On the other hand, the acquisition of the private lines brought a corresponding amount of liability, which the Treasury had to undertake.

Table
showing
growth of
railway lines.

TABLE showing the Development of the State Railways during the undermentioned Years.

Year.					Length of Line.	Length of Permanent Way for Traffic.
					Kiloms.	Kiloms.
1870	..	..	..	..	351	350
1874	..	..	..	..	1,066	1,008
1880	..	..	..	..	2,021	2,011
1883	..	..	..	..	3,058	2,923
1885	..	..	..	..	4,356	4,238
1889	..	..	..	..	5,073	5,034
1892	..	..	..	..	7,509	7,656
1897	..	..	..	..	7,788	7,915

Capital
invested per
kilometre.
Development
of light
railways.

The capital invested amounted in 1870 to 66,000 fl. per kilom. of line, and in 1897 to 109,600 fl. per kilom. of line.

Since 1885 the balance-sheet of the State Railways revenue and expenditure was influenced by the working of the light railways, of both the State-owned and those private lines which were worked by the State on behalf of the shareholders. These light railways were also continually increasing in length, as shown below :—

Table to
illustrate
this.

Year.					Light Railways, State Property.	Private Light Railways Worked by State for Owners.
					Kiloms.	Kiloms.
1886	..	..	..	..	21·469	267·740
1890	..	..	..	..	148·652	1,386·381
1895	..	..	..	..	148·726	2,918·225
1896	..	..	..	..	148·726	3,868·304
1897	..	..	..	..	148·726	4,756·381

Table
showing
increase in
receipts and
working
expenses of
railways,
with surplus
in each year.

In the same proportion in which economic and cultured life revived and increased in the districts served by the largely-extended network of lines, there increased also the traffic, and with it the receipts and the working expenses. The movement in the receipts, expenses, and the surplus resulting therefrom is given below :—

Year.	Amount in Millions of Florins.		
	Receipts.	Expenses.	Surplus.
1870	2·604	1·446	1·158
1874	5·703	4·781	0·922
1877	7·274	4·785	2·489
1881	18·562	11·736	6·826
1885	33·718	22·599	11·119
1887	35·448	20·086	15·362
1890	47·107	25·285	21·822
1892	73·722	41·353	32·369
1896	98·234	60·226	38·008
1897	94·748	60·691	34·057

The exceptionally favourable results obtained in 1885 and 1896 were chiefly due to the National Exhibitions held in those years.

During the whole period, the smallest proportion of working expenses, 53·7 per cent., occurred in 1890, and the largest, 83·8 per cent., in 1874.

The business of the engine factory, and of the iron and steel factories at Diosgyör, forming part of the State Railways property, was successfully revived, and by considerable expenditure and the introduction of modern machinery was enabled to produce many new articles in various branches of industry. The excess of income over expenses amounted in 1897, on the engine factory to 1,175,000 fl., and on the iron and steel factory to 1,090,000 fl.

Railway engine and iron and steel factories.

Profits realised on each factory.

Putting the total financial results of the various administrative branches against the expenses of Government and administration, but leaving out of consideration exchange and such transactions which do not involve any actual disbursements, it will be found that the revenue surpassed the expenditure only during the period between 1868 and 1872, and again between 1883 and 1897. During the intervening years, on the other hand, there was always a deficit. That is to say, the actual receipts of the Treasury were, during those years, not sufficient to cover the actual outgoings.

General financial results of administration of Government in years since 1868.

Exchange and similar kinds of transactions which do not involve actual payments or disbursements in cash have naturally had a certain influence on the public accounts, forming important items in the books of the Exchequer.

Effects produced on public accounts by exchange, &c.

Although these items have no influence upon the balance of revenue and property, being always counterbalanced by corresponding gains or losses, as the case may be, still they have played an important part in the movement of the cash reserve of the Treasury, in the sense, that this reserve was continually being reduced by outgoings on account of such transactions; as, for instance, heavy advances to guaranteed railways, various investments, &c. The reserve was in these cases again strengthened by loans.

The most notable transactions, amongst those which do not represent actual cash payments, were, the income derived from

loans, the expenses for the sinking fund and for advances to guaranteed railways, and the expenses incurred in the acquisition of real and other property, such as agricultural produce, materials, machinery, and implements.

The public debt.

Increase in debt balanced by that in revenue.

Good effects of conversion of debt.

The public indebtedness has steadily increased during the last 30 years, and reached, at the end of 1897, a sum exceeding 2,000,000,000 fl. It may be considered with some satisfaction, that a considerable part of this permanent increase in the public debt, has been caused partly by profitable investments and by expenditure incurred in such improvements as will ultimately heighten the tax-bearing capacity of the community. On the other hand it will be observed that, during this period, the public revenue was also largely increased, so that the requirements of the sinking fund can always be met without any difficulty out of the ordinary revenue, there still remaining a surplus applicable to transitory and current expenses, and to temporary investments.

It is a great advantage and of great importance that the relation of the sum set apart for the sinking fund to the amount of the public debt is continually improving, and from year to year shows a diminishing percentage. This is mostly due to the conversion of the public debt.

The following data show the gradual rise of public indebtedness:—

Table showing growth of public debt.

Year.						Amount in Millions of Florins.
1868	..	..	..	..	..	268·853
1869	..	..	..	..	..	314·957
1870	..	..	..	..	..	373·362
1871	..	..	..	..	..	403·962
1872	..	..	..	..	..	431·913
1873	..	..	..	..	..	476·785
1874	..	..	..	..	..	548·415
1875	..	..	..	..	..	623·490
1876	..	..	..	..	..	657·925
1877	..	..	..	..	..	665·582
1878	..	..	..	..	..	746·567
1879	..	..	..	..	..	909·368
1880	..	..	..	..	..	996·977
1881	..	..	..	..	..	1,118·148
1882	..	..	..	..	..	1,171·479
1883	..	..	..	..	..	1,200·298
1884	..	..	..	..	..	1,271·585
1885	..	..	..	..	..	1,342·380
1886	..	..	..	..	..	1,378·201
1887	..	..	..	..	..	1,437·543
1888	..	..	..	..	..	1,462·598
1889	..	..	..	..	..	1,577·923
1890	..	..	..	..	..	1,793·484
1891	..	..	..	..	..	2,064·461
1892	..	..	..	..	..	2,061·392
1893	..	..	..	..	..	2,077·287
1894	..	..	..	..	..	2,144·786
1895	..	..	..	..	..	2,167·498
1896	..	..	..	..	..	2,177·685
1897	..	..	..	..	..	2,212·987

NOTE.—In 1892 the public debt increased by 4,951,648 fl., but 8,020,812 fl. were paid off.

The public debt amounted at the end of 1897 to 2,212,987,000 fl., of which 258,478,000 fl. are due to liabilities taken over with the redeemed, guaranteed, and non-guaranteed railway lines. Against this amount stands the registered value of these lines, which has been inscribed on the register of State property. The largest items in the public debt at the end of 1897 were:—577,919,000 fl. on account of the 4 per cent. Gold Rente Loan, and 483,663,000 fl. on the 4 per cent. Kronen Rente Loan.

The increase in the amount required for interest and for the sinking fund is closely related to the rise of the public debt itself, but it is to be observed, that the amount for the service of the loans in the shape of interest considerably surpasses that of the sinking fund, which latter absorbed in 1897, 8,500,000 fl.

The amount of advances made to guaranteed railways is since 1883 steadily decreasing, as shown by the public accounts. Formerly these advances absorbed annually from 10,000,000 to 16,000,000 fl., but in 1892 the amount required under this head was less than 1,000,000 fl. This improvement is due to the redemption of guaranteed lines, and to the fact that no more guaranteed lines are sanctioned.

By the adoption of the system of State railways, the Treasury is now almost entirely relieved of the heavy burden arising from guaranteed lines.

In the final accounts for 1897 there stand to the credit of the Treasury, for advances to guaranteed lines, 43,073,000 fl. on the capital account, and 28,588,000 fl. for interests due.

In the interest of the great advance in economic and cultured life it became necessary, from an early date, to invest a large proportion of the public money in fructifying works, such as public roads, railways, waterways, improvements in maritime navigation, developing posts and telegraphs, establishing cultural and educational institutions, &c.

A glance at the record of the activity of the nation during the past 30 years will disclose a systematic and continuous advance in that direction, as proved by the register of public property, the figures of which are given on next page.

AMOUNT of the Real Property of the State during the Years
1868-97.

At the End of—						Value of Real Property in Millions of Florins.
1868	..	..	..	..	..	324·975
1869	..	..	..	..	..	344·149
1870	..	..	..	..	..	356·612
1871	..	..	..	..	..	380·878
1872	..	..	..	..	..	407·834
1873	..	..	..	..	..	437·970
1874	..	..	..	..	..	448·034
1875	..	..	..	..	..	451·031
1876	..	..	..	..	..	445·627
1877	..	..	..	..	..	447·904
1878	..	..	..	..	..	468·424
1879	..	..	..	..	..	665·899
1880	..	..	..	..	..	725·979
1881	..	..	..	..	..	745·124
1882	..	..	..	..	..	785·409
1883	..	..	..	..	..	799·264
1884	..	..	..	..	..	887·818
1885	..	..	..	..	..	972·239
1886	..	..	..	..	..	993·025
1887	..	..	..	..	..	1,017·061
1888	..	..	..	..	..	1,028·270
1889	..	..	..	..	..	1,112·263
1890	..	..	..	..	..	1,115·095
1891	..	..	..	..	..	1,380·392
1892	..	..	..	..	..	1,401·804
1893	..	..	..	..	..	1,435·957
1894	..	..	..	..	..	1,470·371
1895	..	..	..	..	..	1,567·976
1896	..	..	..	..	..	1,601·934
1897	..	..	..	..	..	1,678·032

Table
showing
various
kinds of
national
property.

Taking into consideration only the development experienced since 1879, when the value of the national real property amounted already to more than 500,000,000 fl., it will be found that the total is distributed as follows:—

Year.	Amount in Millions of Florins.					
	Public Roads.	Post, Telegraph, &c.	Railways.	Marine and Port of Fiume.	Waterways.	Buildings of Worship and Public Instruction.
1879 ..	8·365	1·814	212·621	5·751	17·537	1·841
1880 ..	8·624	1·824	268·015	6·233	23·455	1·964
1881 ..	8·953	1·844	286·978	6·754	24·220	2·130
1882 ..	12·700	1·903	304·975	7·547	30·932	2·378
1883 ..	13·273	1·946	318·010	9·044	33·281	2·618
1884 ..	14·094	1·954	388·744	10·498	35·627	2·931
1885 ..	15·025	2·053	462·251	12·370	38·895	3·178
1886 ..	15·837	2·150	473·339	12·082	41·623	3·443
1887 ..	16·545	2·222	485·297	13·118	44·134	11·311
1888 ..	16·979	2·214	495·922	13·814	46·128	12·240
1889 ..	17·396	2·478	571·498	14·363	48·706	12·875
1890 ..	17·836	2·553	582·015	14·960	51·233	13·512
1891 ..	18·188	2·553	850·219	15·552	53·434	13·906
1892 ..	18·544	2·622	860·545	16·077	56·000	14·515
1893 ..	18·840	2·622	880·818	16·640	58·200	16·361
1894 ..	19·451	2·635	901·442	17·880	63·305	18·082
1895 ..	78·105*	2·762	923·450	23·154*	66·433	21·313
1896 ..	79·891	2·855	942·575	21·815*	71·272	24·037
1897 ..	84·104	2·990	998·925	19·269	76·056	27·354

* Re-valued and rectified.

The value of the State's movable property, such as produce, materials, machinery, and implements, is likewise rising; so much so that from the amount at which it was valued in 1868, viz., 24,984,000 fl. it has increased to 170,612,000 fl.

Taking into consideration the total financial administration, Years in that is to say, the actual and apparent receipts and disbursements, which it was found it will be found that current receipts—not merely revenue—were, necessary to draw upon during several years, insufficient to meet the current disbursements, not merely expenses. In all such cases it became necessary to cover the deficit out of the reserves of preceding years. reserves. Thus the reserves were reduced, during the years given below, by the amount put against them, the amount being stated in millions of florins:—

Year.	Amount in Millions of Florins.
1870	3·313
1872	11·173
1873	5·121
1875	3·967
1877	0·549
1880	12·734
1881	0·091
1882	1·454
1885	1·838
1889	1·843
1891	13·007
1895	6·269
1896	13·908

Data above shown do not fully reflect real state of public exchequer.

The exchequer movement, that is to say, entries and outgoings of revenue and expenditure during the financial year, is dependent upon many eventualities, and the Treasury accounts, taken as a whole, include not only actual receipts—income and disbursements—expenses, but also nominal revenue and expenditure, such as transitory items, credit and exchange operations, &c. The data given above will, therefore, not fully reflect the financial state or real movement of the public exchequer from year to year, nor will they disclose the fact, whether there was always, and to what extent, an equilibrium between the obligations contracted, and the sources of revenue which Parliament designated for their discharge. To permit of a judgment on this point, the balance-sheet may serve as a guide.

The result of the balance-sheet is as follows:—

Supplementary balance-sheet of property and liability, 1868-97.

Year.	Amount in Millions of Florins.				Compared with the Previous Year, the Value Increased or Decreased.
	Property or Assets.	Burden or Liability.	Balance.		
1868	515·216	267·697	247·519	+ 18·473	
1869	498·120	253·086	245·084	— 2·435	
1870	613·211	392·482	220·729	— 24·355	
1871	638·266	418·904	219·362	— 1·367	
1872	691·310	480·482	210·828	— 8·534	
1873	741·776	555·686	186·090	— 24·733	
1874	791·795	633·229	158·566	— 27·524	
1875	805·156	666·641	138·515	— 20·051	
1876	834·234	707·377	126·857	— 11·658	
1877	868·641	737·716	130·825	+ 3·968	
1878	1,067·317	907·785	159·532	+ 28·707	
1879	1,167·351	1,057·256	110·095	— 49·437	
1880	1,206·657	1,101·749	104·908	— 5·187	
1881	1,237·705	1,224·529	63·176	— 41·732	
1882	1,523·522	1,261·055	262·467	+ 199·291	
1883	1,592·168	1,363·024	229·144	— 33·323	
1884	1,784·877	1,565·292	219·585	— 9·559	
1885	1,679·381	1,462·921	216·460	— 3·125	
1886	1,718·120	1,504·488	213·632	— 2·828	
1887	1,749·635	1,544·404	205·231	— 8·401	
1888	1,839·662	1,700·676	138·986	— 66·245	
1889	1,894·839	1,784·356	160·483	+ 21·497	
1890	2,334·253	2,187·206	147·047	— 13·436	
1891	2,424·039	2,214·164	209·875	+ 62·828	
1892	2,495·285	2,235·083	260·152	+ 50·277	
1893	2,628·168	2,345·060	283·108	+ 22·956	
1894	2,726·652	2,324·315	402·337	+ 119·229	
1895	2,856·861	2,415·001	441·860	+ 39·523	
1896	2,939·142	2,438·329	500·813	+ 58·953	
1897	3,005·969	2,454·189	551·780	+ 50·967	

Yearly national deficit form

From these figures it will be seen that from 1870 until 1888,

the administration had to cope with deficits, and although many 1870 to 1886, experiments were tried, it was not until 1888 that the equilibrium since then an annual surplus. could be permanently established; and even then, this could be achieved only by the readiness of the nation to accept new burdens, and by opening up new sources of revenue.

Since that time, the national balance-sheet has always shown a surplus of varying magnitude.

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AUSTRIA-HUNGARY.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF TRIESTE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2416

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Report on the Trade and Commerce of Trieste for the Year 1900

By MR. CONSUL H. L. CHURCHILL.

(Received at Foreign Office, April 10, 1901.)

The imports by sea by far exceed the exports. This fact is due to the defective means of communication between Trieste and Central Europe and is one of the principal causes of the want of increase of navigation in this port, for vessels coming with full or fair cargoes have often to leave in ballast, which naturally does not pay. In order to remedy this defect, the scheme, already mentioned in previous reports, of a second railway line from Trieste to the interior is strongly recommended by all interested in commerce connected with sea trade.

It is held by competent authorities that the Hungarian port of Fiume is making far more headway than Trieste owing to several causes, the principal of which is that that port is in direct and cheaper railway communication with Budapest by two lines to the south and the north, and is besides in direct communication with Vienna by the South of Austria Railway system.

Fiume has, moreover, the advantage of being in a position to export large quantities of timber from the inexhaustible forests of Hungary, and also flour from the large mills of Budapest.

According to the latest statistics of the total trade of the seven principal Continental ports, Trieste's share is only 6 per cent., whilst Hamburg has 34, Marseilles 21, Genoa 17, Bremen 12, Venice 5·3, and Fiume 4·5 per cent.

The returns of imports and exports for 1900 to and from the United Kingdom are not yet available. It will be seen from the following tables of the principal imports for the two previous years that a decrease of 205,930 quintals from the United Kingdom is shown in 1899 as compared with 1898. There is an increase in the imports from British India of 232,460 quintals in comparison with the previous year.

A further falling-off has occurred in the imports from Malta, viz., from 52,286 quintals in 1898 to 33,617 quintals in 1899.

A general increase in exports to the British Empire is shown for 1899.

(742)

A 2

Imports from
the British
Empire.

Exports to
the British
Empire.

COMPARATIVE Table showing Imports by Sea during the Years
1898-99.

				Quantity.	
				1898.	1899.
				Met. quintals.	Met. quintals.
FROM GREAT BRITAIN AND IRELAND.					
Coals and coke .. ..	..	..	..	2,018,257	1,908,202
Coffee .. ..	..	..	..	38,493	39,483
Tea .. ..	..	..	..	1,235	688
Cotton and cotton textiles ..	..	..	..	7,074	6,773
Iron and steel .. ..	..	..	..	101,425	46,872
Yarn .. ..	..	..	..	7,060	4,066
Machinery .. ..	..	..	..	4,590	4,314
Oil, various kinds .. ..	..	..	..	10,662	8,505
Pitch and tar .. ..	..	..	..	6,194	9,681
Hides .. ..	..	..	..	3,912	1,608
Dried and salted fish .. ..	..	..	..	9,030	1,684
Rice.. ..	..	..	..	4,635	2,867
Soda .. ..	..	..	..	7,496	5,976
Vitriol .. ..	..	..	..	22,130	8,693
Sundries .. ..	..	..	..	67,620	59,481
Total .. ..	..	..	..	2,309,813	2,108,833
FROM BRITISH INDIA.					
Coffee .. ..	..	..	..	4,446	5,471
Tea .. ..	..	..	..	121	129
Cotton .. ..	..	..	..	202,687	169,203
Pepper and ginger.. ..	..	..	..	16,248	15,577
Gum .. ..	..	..	..	3,085	3,690
Oil, various kinds .. ..	..	..	..	6,722	4,479
Hides .. ..	..	..	..	34,919	30,002
Rice.. ..	..	..	..	219,598	492,529
Oil seeds, various kinds .. ..	..	..	..	152,689	153,991
Tin .. ..	..	..	..	14,078	9,026
Mirabolams .. ..	..	..	..	38,366	27,302
Sundries .. ..	..	..	..	33,684	47,664
Total .. ..	..	..	..	726,593	959,053
FROM OTHER BRITISH POSSESSIONS.					
Total imports from Aden.. ..	..	..	..	9,805	9,547
" " Cyprus .. ..	..	..	..	5,602	5,312
" " Malta .. ..	..	..	..	52,286	33,617

COMPARATIVE Table showing Exports by Sea during the Years
1898-99.

				Quantity.	
				1898.	1899.
TO GREAT BRITAIN AND IRELAND.					
Paper and cardboard	Met. quintals			19,700	23,338
Flour	"			25,655	29,437
Oilcake	"			5,580	2,591
Sugar	"			4,530	36,101
Fruit, dried	"			5,450	5,255
Miscellaneous	"			30,760	86,241
Total	"			91,875	182,963
Staves	Pieces ..			8,600	..
TO BRITISH INDIA.					
Paper of all kinds	Met. quintals			52,095	59,982
Metalware of all kinds ..	"			30,268	28,623
Tissues, stuffs, &c.	"			8,630	4,663
Glass	"			9,700	16,072
Sugar	"			307,860	269,664
Miscellaneous	"			46,938	77,612
Total	"			455,491	456,516
Wood, staves, and planks, &c.	Pieces ..			151,390	..
TO OTHER BRITISH POSSESSIONS.					
Total exports to Aden.. ..	Met. quintals			19,960	34,975
Wood.. .. .	Pieces ..			70,115	
Total exports to Cyprus ..	Met. quintals			15,102	22,246
Wood.. .. .	Pieces ..			65,521	
Total exports to Malta ..	Met. quintals			41,635	60,189
Wood.. .. .	Pieces ..			182,699	

The coal trade was very brisk during the first six months Coal. of 1900 on account of great increase of prices in the United Kingdom. Later on, however, prices were paralysed by an inundation of American coals in Europe. As soon as prices of British coal began to decrease, all competition of American coal ceased. At the same prices British coal is much preferred.

IMPORTATION of Coal into Trieste, by Sea and Land, during the Year 1900.

	From—			Quantity.	Total.
				Tons.	Tons.
British coal	Cardiff	44,390	129,304
	Newcastle.. ..	..	..	36,804
	Scotland .. ..	..	..	34,268
	Yorkshire.. ..	..	..	9,365
	Lancashire .. ..	..	..	4,477
Austro-Hungarian coal	Istria	28,055	83,280
	Dalmatia .. ..	..	..	16,578
	Styria .. ..	..	..	25,129
	Moravia .. ..	..	..	329
	Hungary .. ..	..	..	5,985
	Bosnia .. ..	..	..	6,863
Turkish coal	341	21,189
American coal	44,518
Total	278,286
Coke	England	8,170	52,090
	Germany (Westphalia) ..	..	..	6,705
	Greece .. ..	..	..	..
	Austria (Moravia) ..	..	..	33,189
	Hungary .. ..	..	..	8,330
	America .. ..	..	..	746

COMPARISON between the Years 1900–1899.

	Quantity.	
	1900.	1899.
	Tons.	Tons.
British coals	129,304	166,833
Austro-Hungarian coals ..	83,280	70,706
Coke	52,090	58,920

Pig-iron.

IMPORT of Pig-Iron during the Years 1900–1899.

From—	Quantity.	
	1900.	1899.
	Tons.	Tons.
United Kingdom	902	435
United States	2,283	9,603
Bosnia	103	..

Coffee.

The Union of Coffee Merchants of Trieste have transmitted a

Petition to the Ministry of Commerce begging that means should be taken to give coffee an official quotation at the Trieste Exchange. On account of the absence of such a quotation Trieste is in a less favourable position than Hamburg and Havre, its principal rivals in the coffee trade.

The importation of raw cotton from India has diminished in Cotton. 1900.

The Austrian Lloyd Steamship Company have raised the freights for cotton imported from Egypt from 16 to 20 fr. per ton. The Reichenberg Chamber of Commerce urged that the old rate of 16 fr. should be maintained in view also of the competition that Hamburg could make, as Egyptian cotton could be imported via Hamburg into Austria at cheaper rates.

The dried fruit trade, once so flourishing, has lost all its Dried fruit. importance; the exports to France and to America have totally ceased as those countries import now direct from the places of origin.

Whilst in former years only a few thousand cases of dates Dates. were sold here through London agents, in 1900 several cargoes were imported direct from Bassorah. This would appear to be a new departure in that branch of trade in Trieste.

The supply of Arabic Kordofan gum was much restricted Gum. during 1900. The price ran to about 200 corone per 100 kilos. (or about 9d. per lb.). The Senegal crop was also small. Indian gums were also scarce on account of local causes such as famine and plague.

GUM Trade during the Year 1900.

				Quantity.
				Fardi.
Imported during 1900 .. ..	..	..	..	5,127
Stock at end of December, 1899..	..	..	..	676
Total .. ..	..	..	..	5,803
Exported during 1900 .. ..	..	..	..	5,273
Stock at end of December, 1900..	..	..	..	530
Total .. ..	..	..	..	5,803

The year closed with little business and at somewhat reduced prices.

Kid, for shoes, and sheepskins, which are generally exported to Hides and America, have been neglected in 1900. skins.

Owing to dulness in the glove industry in Germany, lamb skins which were purchased mainly for that country have been exported in very small quantities.

During recent years the importation of onions from Egypt has Onions. increased considerably. These onions are sent from Trieste to the interior of Austria, and also to foreign ports.

Sugar.

Hungary, Russia, Roumania, and Belgium are successfully competing with Austrian sugar in exports to Turkey, Egypt, Syria, &c. Italy used to import Austro-Hungarian sugar, but she now possesses 28 sugar manufactories. Austro-Hungarian sugar exports to Japan have also decreased, as Japan is now erecting her own sugar factories. India still remains one of the largest consumers of Austro-Hungarian sugar. Until 1894-95 sugar consumed in India was to a great measure imported from Mauritius, which furnished 64 per cent. of the whole amount. In the following three years, 1895-98, Austro-Hungarian sugar exports to India continually increased at the same rate as German. As soon as countervailing duties were introduced in India the import of Austro-Hungarian sugar, contrary to all expectation, increased, and took the second place, whilst Germany took the third. In 1898-99 there was a slight diminution due more to the famine than to the introduction of additional duties.

The total sugar import at Trieste from the Austrian provinces of Bohemia, Moravia, Lower Austria, Silesia, Galicia, and from Hungary has been, during 1900, 1,427,615 quintals, against 1,610,379 quintals in 1899, making a decrease in 1900 of 182,764 quintals.

TABLE showing the Quantity of Sugar Exported from Trieste to the United Kingdom and British Colonies during the Years 1899-1900.

To—	Quantity.	
	1899.	1900.
	Met. tons.	Met. tons.
Great Britain and Ireland ..	3,610	7,176
Aden	2,461	2,387
Africa	33	145
Cyprus	869	796
Egypt	2,631	2,555
Gibraltar	344	413
India	26,966	29,216
Malta	3,026	3,478
Zanzibar .. .. .	..	51

Steel.

As in the year 1899, the import of steel for the construction of ships during 1900 has decreased in proportion to the diminished output of tonnage during that period :—

Year.	Number of Vessels.	Gross Tonnage.	Amount of British Material.	Amount of Austrian Material.	Percentage.	
					British.	Austrian.
1899 ..	8	14,020	Tons. 1,130	Tons. 8,870	8	62
1900 ..	9	17,700	1,030	13,030	6	76

This lower percentage of British material supplied to Austria-Hungary is now due to the great competition and the compulsory use of native material for building vessels.

The steel used for the construction of marine boilers is still a British speciality and is generally supplied by the Steel Company of Scotland. During 1900, 19 large main boilers and 21 donkey boilers were supplied from the United Kingdom to the shipyards here.

Eight Belville and 16 Jarrow boilers for warships were supplied to the Stabilimento Tecnico Triestino.

The monopoly of ship's fittings is still in British hands, viz. Ship's winches, steam gearing machines, side lights, pumps, boats (steel), fittings, wire ropes, anchors and chains, also furnaces and iron tubes for boilers.

The blast furnaces of the "Krainische Industrie Gesellschaft" Blast here received during 1900, 140,000 tons of iron ore, viz. from furnaces. Bosnia, Greece, Tafna, and Chartagena (Algiers), Poti (Russia), and Salonica.

Iron ore is supplied to different steel works in Austria Iron ore. and they have such a demand that the company contemplate an enlargement of the establishment.

The fishing industry in this district leaves much to be desired Fishery in the as is shown by the following figures:— Adriatic.

FISH Imported to Vienna during the Year 1900.

From—					Quantity.
					Kilos.
Germany	..	..	..	.. (over)	300,000
Trieste	..	..	..	.. ..	48,535
Pola	..	..	..	.. ..	13,860

The last of the flour-mills of Trieste, that of the firm of Flour mills. "Economo," having been burnt down during the summer of 1900, and it not being deemed desirable to rebuild it, that branch of industry will thus cease in Trieste. The decay of this industry is due to two main causes, namely, the competition of American flour in the markets of the United Kingdom and Brazil, the latter country being the best market for that commodity, and the abolition of Government assistance in the shape of drawbacks.

During the year under review the following new industries New have been started:— industries.

The jute manufactory mentioned in my previous report will commence operations very shortly.

A colour (paint) manufactory at Trieste which will commence work shortly.

An iron-foundry (Eisengiesserei) at Laibach (Krain).

A steam-mill at Monpaderno near Parenzo.

A brandy distillery, with cream of tartar extraction at Parenzo.

**Shipping and
navigation.**

During 1900, 8,465 vessels, with a tonnage of 2,158,624 tons, entered the port of Trieste. There was, therefore, a decrease of 421 vessels, with a tonnage of 23,122 tons, from 1899. Cleared, 8,492 vessels, with a tonnage of 2,166,886 tons, a decrease of 373 vessels and 4,931 tons.

The principal flags were: Austro-Hungarian, Italian, British, and Greek.

159 British vessels, all steamers, of 228,434 tons, entered with 4,373 crew; there was, therefore, a decrease of 12 British vessels and 18,207 tons from 1899. Of these 159 vessels, 124 brought general cargoes; 20, coal; 11, rice; 1, fruit; 1, iron ore; and 2 were in ballast.

Of the 157 British ships cleared during 1900, 124 took general cargoes; 2, war material; 1, rice; and 30 went in ballast.

Austrian steam navigation is at present flourishing. Shipping firms commenced by purchasing old steamers, but experience has shown that this was not a success from a business point of view, as the constant repairs and high insurance charges prove that it is preferable to purchase new steamers. Capitalists, not only of the Austrian littoral, but also of the interior of the Empire, began to take an interest in marine industry, so that from 1894 (when the new law came into force) to 1900, the progress of the mercantile marine has been very great. From 13 steamers, with 10,924 tons, it rose to 51 steamers, with 91,408 tons, exclusive of the Austrian Lloyd.

The law created for favouring the development of the Austrian mercantile marine will end in 1903, but Marine Board officials here think it advisable to renew it with some modifications.

**Protection of
seamen.**

At the recent opening of the Reichsrath the Speech from the Throne promised the presentation of new maritime regulations for the protection of seamen, as that at present in force (dating from the time of Maria Theresa) does not respond to modern requirements.

**Consular
tariffs.**

The Austro-Hungarian Government contemplates an early change in the Consular tariffs with a tendency to a general reduction of charges.

**Austrian
Lloyd Steam
Navigation
Company.**

The Austrian Lloyd Company commenced steam navigation in the year 1836. In 1872 the company had 66 steamers, with a total tonnage of only 34,429 tons, whilst at the end of 1900 the company had the same number of steamers with the greatly-increased tonnage, however, of 100,032 tons. The year was fairly prosperous for this company, although, like other companies, it suffered through the high price of coal.

A new loan of 18,000,000 kr. (750,000*l.*) has been issued by the company, bearing interest at 4 per cent., and priority shares will be issued, not all at once, but at a future date, that is, whenever new steamers will be built. The company will shortly commence in their dockyard at Trieste the construction of eight or nine large steamers for the Indo-China service.

The company has come to terms with the Central Association of Sugar Manufacturers respecting the shipments of sugar to

India and the Far East. The freights for Japan and for China will remain from September 1, 1901, until August 31, 1902, the same as they are at present. The freight for India for direct shipments for the same period is fixed at 17s. per ton. At this price the Austrian Lloyd Company is bound to export a quantity of 30 per cent. more than that taken from September 1, 1900, to August 31, 1901. The sugar manufacturers will be obliged to give due notice of shipments as hitherto. The manufacturers are authorised to annul their orders without any expense up to 15 per cent. under the clear understanding that this must occur two months previous to the departure of the respective steamers. These are the principal points of the agreement which will hold good for those sugar manufacturers, banks, or export firms, which, previous to March 10, 1901, have produced a written declaration to the company at Trieste, by which they will be bound to send, during the period from September 1, 1901, to August 31, 1902, their sugar shipments to Trieste or Fiume in order that they may be sent to India and the Far East exclusively by the Austrian Lloyd steamers.

The extension of the Calcutta service and the introduction of direct lines to Japan have increased the export trade of Trieste. The Austrian Lloyd Company decided that in consequence of the abnormal state of affairs, owing to the continuance of war in South Africa and scarcity of cargo, the departures of their steamers for the East Coast of Africa should be discontinued until the autumn of 1901.

A Convention between the Greek Government and the Austrian Lloyd Company will probably be concluded in November next. The Austro-Americana Navigation Company, founded with British capital and subsidised by the Austro-Hungarian Government, has been sold to Austrian capitalists.

A Commission of French deputies visited Trieste this winter in order to study the working of the free point (punto franco) of Trieste, as compared to the free ports of other countries. The result of their investigations has not been made public.

The population of Trieste at the commencement of the 19th century was 24,000. At the end of 1900 it amounted to 176,456.

The principal diseases during 1900 were influenza and affection of the respiratory organs.

The "Società per la lotta contro la Tubercolosi" (anti-tuberculosis) has collected sufficient funds to erect a large sanatorium, which will be commenced at an early date.

The death rate was 29 per 1,000 during the year.

Professor Koch and Doctors Frasci, Bludan and Elsner arrived recently from Berlin and proceeded to Pola, Lussinpiccolo and Ossero. They intend studying the malaria.

Harbour works for the enlargement of the port will begin in 1901. The Marine Board is continually engaged in the construction and repairing of moles, breakwaters, &c., down the whole of the Istrian and Dalmatian coasts.

- Waterworks.** For many years the dearth of water in Trieste has been the cause of much distress during the summer months, and to it is attributed many evils, the principal of which is that drains remained unflushed, and all noxious matter, instead of being carried away to the sea, remained just under the surface of most of the streets with ensuing results as shown by the death rate. Works are now in active progress with the object of giving five times the existing quantity of water to the town by means of the Aurisina Waterworks, situated about 6 miles from the town.
- Railways.** An electric railway, Trieste-Scorcola-Opcina (which will connect Trieste with the Karst plateau), is projected, as well as a railway trunk line, Gorizia-Aidussina, and operations will shortly commence.
The Trieste-San Giorgio-Venice line has been put lately in conjunction with the Udine station.
The construction of the Trieste-Parenzo Railway has commenced and will be finished in September, 1902.
- Electric tram.** The horse tram has been almost totally abolished and superseded by electric tramways with overhead wires. These electric tramways have been so well handled that though the streets of this city are in many cases narrow and tortuous, and pedestrians walk in the middle of the streets without any regard to their right or left, yet not a single serious accident has so far occurred. The Municipality contemplate extending the system largely in the suburbs, and cutting tunnels through some steep hills in the town in order to shorten journeys now taking much time and trouble.
- Ostend-Trieste express.** The Ostend-Vienna-Trieste express, the itinerary of which has been lately modified, takes $37\frac{1}{2}$ hours between the two ports and is a great convenience to travellers by the Austrian Lloyd steamers.
- Municipal workman's agency.** The Municipality opened, on March 7, 1901, a workman's agency, called "Ufficio di mediazione del lavoro," the objects of the bureau being to find work for men, and men for employers.
- Agriculture. Vintage.** The vintage in the Austrian littoral, Istria, and Dalmatia has been excellent as to quality but not quantity.
Whilst Austrian and Hungarian wine cultivators agitate against the renewal of the actual clause of the Commercial Treaty with Italy of December 6, 1891, in favour of Italian wines, the Italian Chambers of Commerce use their influence at Rome in order that the clause may be maintained. Anyhow the import of Italian wine into Austria (viâ Trieste) has, during 1900, notably diminished, so that Italian competition has at present lost considerably.
- Phylloxera.** Phylloxera appeared at San Lorenzo di Mossa in the Commune of Mariano and in the locality of Corona. The authorities took the necessary steps to circumscribe the infected district in order to prevent the spread of the disease.
- Fresh fruit. Potatoes.** Large quantities of fresh fruit and potatoes have been exported from Gorizia especially to Germany.

The Ministry of Agriculture have promised their assistance to the "Consorzio Agrario" of Lussinpiccolo for the planting at Cherso, Veglia, &c., of olive trees of the best quality in order to facilitate the rational cultivation of olives which, in former days, had a great reputation especially in Istria and Dalmatia and which at present is nearly nil. The Government have also sent a certain number of olive cultivators to Gravosa in order to study practically this special branch of agriculture.

The "Società Agraria" display much energy in order to favour the economic development of the population of the territory.

LISSA.

Mr. Consular-Agent Topich reports as follows :—

Industries in Dalmatia seem to improve. The carbide of lime (carburo di calce) manufactory and others originating from the Krka Waterfall near Scardona, are prosperous, and as soon as some technical difficulties have been surmounted several manufactories will be started at the Gubavica Waterfall, on the stream Cetina near Almissa, by a company of Austrian capitalists who have studied for many years the use of water power.

The asphalt mines near Vrgorac are still furnishing first-rate material.

New coal mines have been discovered at the island of Pago.

The Velusic coal mine on the Monte Promina, belonging to the Vienna firm of "König," is furnishing coal equal to that of Siveric, but for want of communication it cannot compete as regards price. As soon as the railway conjunction with Siveric is finished this drawback will be removed, and it is anticipated that the yearly production will come to 100,000 tons.

The Scardona coal mine continues its activity, but the product is always of inferior quality.

Near Spizza, on the Austro-Montenegrin frontier, traces of mercury have been lately discovered, and experiments at the surface gave very promising results.

The railway line Gabella-Ragusa-Bocche di Cattaro, built for strategical purposes, will be finished shortly.

The construction of the railway line Spalato-Sinj-Arzano, which had to be put in conjunction at Bugojno with the Bosnian railways, thus creating Spalato into a great port on the Adriatic and the natural landing place of Bosnia and Herzegovina and of the Balkan peninsula, has been suspended on account of the strongest opposition on the part of Hungary.

New projects of railway lines in Dalmatia are constantly under discussion.

In 1900 the development of steam mercantile marine has been maintained. Several new steamers have been built in the Austrian and English dockyards, notably several steamers of large tonnage. Austrian shipowners, encouraged by the Government subvention

and protection of the mercantile marine, as well as the capitalists who see that freights are exceptionally high, invest their money in shipping.

- Vines.** In several parts of Dalmatia crops have been destroyed by storms including hail and lightning, causing the loss of many millions of corone.
- Wine.** Over 150,000 hectolitres of wine were produced in 1900, fetching prices varying from 13s. 4d. to 1l. 6s. 8d. per hectolitre (22 gallons). Lissa produced only 60,000 hectolitres, but of the very best quality, fetching prices from 1l. to 1l. 10s. for red wine, and from 1l. 6s. 8d. to 2l. for white wine.
- Fisheries.** The fisheries have been very poor in the whole province and especially on the island of Lissa which is the principal fishing district. Consequently the work of the many fish preserving factories erected at Lissa and along the Dalmatian coast has not increased during 1900.
- Olive-oil.** The olive crop, on the other hand, has been excellent, and rose to 50,000 hectolitres at prices varying from 3l. 4s. to 5l. per hectolitre. Refineries have been erected in order to improve the quality of the oil.
- Tobacco.** The cultivation of tobacco is extending more and more, especially on the islands and in the mountainous districts, and although the crop last year was not good, the result was over 1,300 tons.
- Emigration.** Emigration from Dalmatia increases. That to New Zealand has ceased in consequence of the restrictions imposed by the Colonial Government. Emigration to Western Australia and to North and South America is increasing.
- Public health.** Public health has been excellent.

TRADE of Trieste by Land during the Year 1900, compared with 1899.

From—	Imported by Rail.	To—	Exported by Rail.
	Met. quintals.		Met. quintals.
Austria, interior.. ..	7,387,882	Austria, interior.. ..	4,977,893
Hungary	1,153,820	Hungary	693,088
Bosnia and Herzegovina	95,836	Bosnia and Herzegovina	37,352
Belgium	626	Belgium	169
Bulgaria	19	Bulgaria	303
France	1,715	France	2,254
Germany	142,899	Germany	829,311
Italy	43,843	Italy	143,809
Netherlands	4	Netherlands	130
Roumania	13,666	Roumania	15,998
Russia	423	Russia	103,693
Servia	3,613	Servia	34,833
Spain		Spain	1
Switzerland	15,700	Switzerland	68,248
Turkey		Turkey	3
Total, 1900	8,860,046	Total, 1900	6,911,975
„ 1899	7,799,932	„ 1899	7,122,764

NOTE.—10 metric quintals = 1 metric ton, or 2,204 lbs.

RETURN of all Shipping at the Port of Trieste during the Year 1900, compared with 1899.

ENTERED.

	1900.		1899.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Sailing vessels	2,642	114,957	2,842	125,266
Steamers	5,826	2,049,970	6,044	2,056,430
Total	8,468	2,164,927	8,886	2,181,746

CLEARED.

	1900.		1899.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Sailing vessels	2,658	115,607	2,807	120,159
Steamers	5,829	2,050,682	6,058	2,051,658
Total	8,487	2,166,289	8,865	2,171,817

RETURN of all Shipping at the Port of Trieste during the Year
1900, compared with 1899, according to Nationalities.

ENTERED.

Country.		1899.		1900.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.
Austria-Hungary ..	Sailing ..	891	36,166	920	30,475
	Steamers ..	5,302	1,392,494	5,119	1,414,570
United States ..	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Belgium	Sailing ..	..	..	..	..
	Steamers ..	3	3,987	2	2,658
Brasil	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Bulgaria	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Denmark	Sailing ..	..	..	..	..
	Steamers ..	2	1,197	1	1,547
France	Sailing ..	..	..	..	..
	Steamers ..	1	1,655	1	284
Germany	Sailing ..	..	..	..	..
	Steamers ..	30	34,768	38	39,993
Greece	Sailing ..	65	10,501	106	15,672
	Steamers ..	56	49,568	56	48,984
United Kingdom ..	Sailing ..	..	..	..	..
	Steamers ..	173	247,779	159	228,434
Italy	Sailing ..	1,815	75,951	1,554	64,891
	Steamers ..	427	264,083	405	272,390
Montenegro	Sailing ..	20	606	10	303
	Steamers ..	1	25	1	25
Netherlands	Sailing ..	..	..	..	..
	Steamers ..	1	794	..	..
Turkey	Sailing ..	48	1,675	51	2,878
	Steamers ..	13	10,597	35	26,425
Portugal	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Russia	Sailing ..	..	..	..	..
	Steamers ..	9	13,462	4	5,339
Samos	Sailing ..	3	368	..	..
	Steamers ..	..	..	..	..
Spain	Sailing ..	..	..	..	..
	Steamers ..	12	22,468	3	6,531
Sweden and Norway	Sailing ..	..	..	1	738
	Steamers ..	14	13,603	2	2,800

CLEARED.

Country.		1899.		1900.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.
Austria-Hungary ..	Sailing ..	859	31,975	939	31,539
	Steamers ..	5,314	1,387,218	5,124	1,417,702
United States ..	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Belgium	Sailing ..	..	..	..	..
	Steamers ..	3	3,987	2	2,658
Brazil	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Bulgaria	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Denmark	Sailing ..	..	..	..	..
	Steamers ..	2	1,197	1	1,547
France	Sailing ..	..	..	..	..
	Steamers ..	1	1,655	1	284
Germany	Sailing ..	..	..	..	..
	Steamers ..	29	32,579	38	40,235
Greece	Sailing ..	66	10,428	108	15,268
	Steamers ..	58	50,108	56	48,970
United Kingdom ..	Sailing ..	..	..	..	..
	Steamers ..	174	249,235	157	225,786
Italy	Sailing ..	1,811	74,324	1,554	64,891
	Steamers ..	425	265,066	405	272,380
Montenegro	Sailing ..	18	530	10	303
	Steamers ..	1	25	1	25
Netherlands	Sailing ..	..	..	..	..
	Steamers ..	1	794	..	..
Turkey	Sailing ..	50	2,534	51	2,878
	Steamers ..	13	10,597	35	26,426
Portugal	Sailing ..	..	..	..	..
	Steamers ..	..	..	..	..
Russia	Sailing ..	..	..	..	..
	Steamers ..	12	15,175	4	5,339
Samoa	Sailing ..	3	368	..	..
	Steamers ..	..	..	..	..
Spain	Sailing ..	..	..	..	..
	Steamers ..	11	20,419	3	6,531
Sweden and Norway	Sailing ..	..	..	1	738
	Steamers ..	14	13,603	2	2,300

RETURN of all Shipping at the Principal Ports on the Istrian and Dalmatian Coasts during the Year 1900,
compared with 1899.

ENTERED.

Port.	1899.				1900.			
	Number of British Vessels.	Tons.	Total Number of Vessels.	Total Tons.	Number of British Vessels.	Tons.	Total Number of Vessels.	Total Tons.
Istria—								
Pirano ..	..	..	1,089	21,114	..	..	1,099	25,439
	Sailing	..	2,951	230,846	..	..	2,994	196,643
Parento ..	..	..	296	7,151	..	..	264	6,490
	Sailing	..	1,123	111,363	..	..	1,120	108,473
	Steamers	..	574	15,643	..	..	636	20,481
Rovigno ..	..	..	1,445	291,228	1	814	1,396	272,266
	Sailing	..	982	23,594	..	..	750	17,881
Pola ..	..	3,271	1,754	464,263	4	4,300	1,710	465,991
	Steamers	..						
Dalmatia—								
Zara ..	..	..	401	9,536	..	..	412	10,671
	Sailing	..	2,920	656,537	1	1,994	2,994	665,306
Sebenico ..	..	..	671	24,646	..	..	825	33,430
	Sailing	..	2,181	872,248	1	1,179	2,176	854,890
	Steamers	..	984	21,476	..	..	828	20,373
Spalato ..	..	..	3,018	677,887	1	1,994	3,053	683,103
	Sailing	..	462	13,671	..	..	240	7,051
Ragusa, with Gravosa	..	..	1,767	426,317	..	..	781	111,471
district..	..	..	194	38,719	..	..	137	8,188
Cattaro ..	..	539	1,023	317,653	2	2,806	1,210	368,904
	Sailing	..						
	Steamers	1						

RETURN of all Shipping at the Principal Ports on the Istrian and Dalmatian Coasts during the Year 1900,
compared with 1899—continued.

CLEARED.

Port.		1899.			1900.		
		Number of British Vessels.	Tons.	Total Number of Vessels.	Total Tons.	Number of British Vessels.	Total Tons.
Istria—							
Pirano ..	{ Sailing Steamers	..	..	1,084	20,992	..	25,399
Parento ..	{ Sailing Steamers	..	..	2,949	220,729	..	196,526
Rovigno ..	{ Sailing Steamers	..	..	286	7,151	..	6,480
Pola ..	{ Sailing Steamers	..	..	1,123	111,363	..	108,472
	{ Sailing Steamers	..	..	571	15,623	..	20,481
	{ Sailing Steamers	..	..	1,445	291,228	1	272,255
	{ Sailing Steamers	..	..	981	23,580	..	17,810
	{ Sailing Steamers	3	3,271	1,753	464,045	4	463,746
Dalmatia—							
Zara ..	{ Sailing Steamers	..	..	397	9,444	..	10,514
Sebenico ..	{ Sailing Steamers	..	..	2,920	656,537	1	655,805
Spalato ..	{ Sailing Steamers	..	..	673	24,737	..	33,798
Ragusa, with district	{ Sailing Steamers	..	..	2,182	872,269	1	855,798
Cattaro ..	{ Sailing Steamers	..	..	974	21,286	..	19,690
	{ Sailing Steamers	..	..	3,013	677,195	1	661,136
	{ Sailing Steamers	..	..	480	13,639	..	7,051
	{ Sailing Steamers	..	..	1,767	425,317	..	111,471
	{ Sailing Steamers	..	..	190	38,602	..	3,148
	{ Sailing Steamers	1	539	1,023	317,653	2	368,904

TABLE.

**DIRECT Trade in British Vessels between the United Kingdom
and British Colonies and the Port of Trieste during the Year
1900, compared with 1899.**

ENTERED.

Year.	Number of Vessels.	Tons.	Crews.
1899	171	246,641	4,594
1900	159	228,434	4,373

CLEARED.

Year.	Number of Vessels.	Tons.	Crews.
1899	174	251,553	4,676
1900	157	225,786	4,328

**RETURN of British Shipping Engaged in the Carrying Trade of
Foreign Countries and British Possessions at the Port of
Trieste during the Year 1900.**

ENTERED.

Country.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Austria	1	814	..	..	1	814
Hungary	24	42,238	..	..	24	42,238
Italy	76	103,393	..	..	76	103,393
Russia	1	935	..	..	1	935
Greece	9	10,735	..	..	9	10,735
United States ..	14	20,501	..	..	14	20,501
Malta	3	2,442	1	523	4	2,965
British India ..	11	21,957	..	..	11	21,957
Total	139	203,015	1	523	140	203,538

CLEARED.

Country.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Hungary	91	124,310	..	..	91	124,310
Italy	29	44,931	..	..	29	44,931
Russia .. ..	..	..	10	16,596	10	16,596
Greece	3	3,018	5	7,982	8	11,000
Turkey .. ..	..	..	2	2,889	2	2,889
Roumania .. ..	..	..	3	5,006	3	5,006
Spain	1	2,336	1	1,924	2	4,260
United States ..	1	1,639	1	1,938	2	3,577
Canada .. ..	..	..	1	2,058	1	2,058
Malta	4	3,256	..	..	4	3,256
Tripoli .. ..	..	..	1	1,514	1	1,514
China	2	1,089	..	..	2	1,089
Total	131	180,579	24	39,907	155	220,486

AUSTRO-HUNGARIAN Mercantile Marine in 1900, compared with 1899.

			1900.		1899.	
			Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers .. ..	..	..	195	190,598	183	161,902
Sailing .. ..	..	..	1,442	31,355	1,464	35,007
Total .. ..	..	..	1,637	221,953	1,647	196,909

POPULATION of the Trieste Consular District. Last Census end of 1900.

				Number of Inhabitants.
Trieste, with its territory ..	..	..	..	176,456
Province of Gorizia-Gradisca	230,762
„ Istria	336,484
„ Carniola	510,000
„ Dalmatia	591,597

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AUSTRIA-HUNGARY.

REPORT FOR THE YEAR 1900

ON THE

FOREIGN TRADE OF AUSTRIA-HUNGARY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2483.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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Report on the Foreign Trade of Austria-Hungary for the Year 1900

By MR. CONSUL-GENERAL PAUL VON SCHOELLER.

(Received at Foreign Office, June 10, 1901.)

The feeling in Austrian commercial circles with regard to the foreign trade of the Monarchy during the year 1900 is one of disappointment, and this is accentuated by the knowledge that the unfavourable results are not due to outward influences alone, but, indeed, are principally ascribable to domestic complications. Introduction.

The uncertainty, which for several years past has been the prevailing characteristic in the relations between Austria and Hungary with regard to the "Ausgleich" or politico-economic compromise, continued during the year under consideration. A parliamentary agreement on this important subject has not yet been brought about, and, when it is remembered that one of the chief items of the compromise embodies the customs treaty between the two halves of the Monarchy, the anxiety as to the future, felt in Austrian business circles, can be readily understood. The so-called "language question," or the interminable conflict between the Bohemian and German members of the Austrian Reichsrath as to the official recognition of the Bohemian language, was the primary cause of the parliamentary inaction in 1900, as it has been for several years past. It has not only prevented the settlement of the Ausgleich, but has hindered the introduction of numerous other measures calculated to further the general welfare, and, in a word, has created a deadlock which has proved an insurmountable barrier to all economic progress. In the circumstances, therefore, it is not surprising that some sections of the commercial community openly express the opinion that the prosperity of the country would be safer in the hands of an autocratic government than in those of parliamentary representatives who have apparently lost sight of the most vital interests of their constituents. The Ausgleich.

On taking office last year, the present Cabinet, through the Premier, Dr. von Körber, expressed its resolve to devote special attention to the urgent needs of Austrian commerce and industry. Austrian Government measures for improvement of trade.

Thus, among numerous other projects, it was proposed to submit to the Reichsrath for sanction Bills reducing the Government dues and taxes derived from newly-floated commercial and industrial limited companies. It was also intended to expend the sum of about 1,000,000*l.* for enlarging the harbour of Trieste and further to construct a second line of railway to facilitate direct connection between that port and the interior of the country. But, through the deadlock in the Reichsrath, all attempts to introduce these as well as other public measures of importance proved abortive, and the action of the Government has been practically restricted to the issue of divers minor ordinances, &c., for the purpose of somewhat ameliorating the condition of those branches of commerce and industry which are most in want of a helping hand.

Hungarian
Government
and com-
mercial
enterprise.

The energy displayed by the Hungarian Government during the past year in furthering the economic interests of that half of the Monarchy stands out in striking contrast to the enforced inactivity of the Austrian authorities. Under the combined auspices of the Hungarian Ministries of Commerce and Agriculture, experts were despatched to several of the great European industrial centres to study the commercial conditions on the spot, while in Hungary itself the Government encouraged the establishment of factories and economic undertakings of all kinds by offering a reduction of taxation and various other material advantages to new commercial and industrial enterprises. This liberal policy has been productive of favourable results. In several instances factories, &c., which, in the ordinary course of events, would have been established on Austrian territory, have been opened in Hungary owing to the inducements offered there.

Austrian
discontent.

As was to be foreseen, the untoward conditions obtaining in Austria, as compared to the far-reaching and practical efforts made in the Transleithan half of the Monarchy, has engendered much dissatisfaction in those circles whose material prosperity is inseparable from the economic progress of this country. Thus, during the year under notice, the Government was memorialised by numerous Austrian commercial associations, chambers of commerce and similar corporations, with the object of procuring redress and inviting the authorities to remove by ordinance or edict those disadvantages which, in normal circumstances, it would have been the duty of the Reichsrath to deal with. The Government, however, is apparently unable to introduce many of those reforms which are so urgently needed, and so long as commercial enterprise of all kinds is burdened with its present load of taxation and official co-operation is withheld, there is little prospect that private initiative alone will suffice to bring about an amelioration of the prevailing conditions.

The foregoing remarks essentially apply to the year 1900. Since the beginning of 1901 an improvement has taken place in the situation. Dr. von Körber, the Prime Minister, has succeeded in bringing about a cessation of the long and futile nationality conflict and has effected a reconciliation among the different parties. How long this reconciliation will last it is impossible to

say, but, at all events, Parliament is at length able to resume serious work without the danger of its efforts being rendered absolutely sterile by the policy of systematic obstruction as was formerly the case.

Since commencing this report one of the most important Bills with which the Reichsrath has had to deal for a long time past has been introduced by the Government. The Bill provides for an extensive system of canalisation in Austria, which it is hoped will prove of incalculable benefit to domestic commerce and industry. One of the most frequent and well-founded complaints among Austrian manufacturers is that relative to the lack of cheap inland navigation. The Bill is calculated to remove this long-felt want and thereby place domestic producers of all classes on a more equal footing with their German rivals, who are infinitely better provided with inexpensive means of communication.

According to the Bill submitted to the Reichsrath, it is proposed to construct :—

1. A connection between the Danube and the Oder
2. A canal from the Danube to the Moldau near Budweis, together with the regulation of the latter river from Budweis to Prague.
3. A canal connecting the Danube-Oder section already mentioned with the upper part of the Elbe and the canalisation of the latter river as far as Melnik.
4. A navigable canal to unite the Danube-Oder section with the basin of the Vistula and with the navigable portion of the Dniester.

The work is to be begun in 1904, and is to be completed in 20 years. The funds for the purpose are to be raised by a loan bearing interest at 4 per cent., and redeemable in 90 years. The estimated total cost is about 31,000,000*l*.

The above particulars are embodied in the Bill in its preliminary form. Much, however, has still to be done before it obtains final sanction, and it is certain that several changes of more or less importance will be made in its tenour before it becomes law. Nevertheless, the different parties composing the Reichsrath, which are at variance on most other questions, apparently realise that the far-reaching project of the Government is worthy of their support and is calculated to benefit all parts of Austria alike.

The official returns dealing with the foreign trade of Austria-Hungary in 1900, show that merchandise of all descriptions to the aggregate value of 79,865,000*l*. was exported, while the total value of the imports reached 70,140,000*l*. The total value of both imports and exports amounted to 150,005,000*l*., which, as compared to the values of the past five years, gives the following results in round numbers :—

Total value of
foreign trade.

Year.						Value.
						£
1896	..	..	..	..	..	126,200,000
1897	..	..	..	..	..	126,800,000
1898	..	..	..	..	..	135,600,000
1899	..	..	..	..	..	144,600,000
1900	..	..	..	..	..	150,000,000

Judging by these figures alone, the total value of both imports and exports has increased. But, as regards 1900, it is urged that with a total advance in the value of foreign trade amounting to say 5,400,000*l.*, exportation only participates in the final aggregate to the comparatively small extent of 2,200,000*l.*, while the balance of 3,200,000*l.* represents the increase in the value of importation.

Movement of foreign trade. In order to illustrate the movement of the foreign trade of the Monarchy during the past five years, the following table will be found useful :—

						Value in Millions.				
						1896.	1897.	1898.	1899.	1900.
						£	£	£	£	£
Provisions, breadstuffs, &c.—										
Import	..	..	..	..	..	14·6	16·7	19·9	14·7	14·5
Export	..	..	..	..	..	20·5	19·0	19·6	23·8	23·5
Export excess..	..	..	..	..	..	5·9	2·3	..	9·1	9·0
Import	..	..	..	..	..	..	..	0·3	..	..
Other categories of merchandise—										
Import	..	..	..	..	..	46·1	46·2	48·3	51·1	55·6
Export	..	..	..	..	..	45·0	44·8	47·6	53·5	56·8
Export excess..	..	..	..	..	..	..	..	..	2·4	0·7
Import	..	..	..	..	..	1·1	1·4	0·7	..	..
Totals irrespective of category—										
Import	..	..	..	..	..	60·7	62·9	68·2	65·8	70·1
Export	..	..	..	..	..	65·5	63·8	67·2	77·3	79·8
Export excess..	..	..	..	..	..	4·8	0·9	..	11·5	9·7
Import	..	..	..	..	..	..	..	1·0	..	..

According to these figures, the excess of exports over imports in 1900 did not reach the sum recorded in the preceding year by 1,800,000*l.*

Opinion relative to movement of foreign trade. This is accepted as an unsatisfactory sign by Austrian economists, who contend that with an increased volume of trade, it is essential for the prosperity of the country that exportation should participate more largely in the increase than it has done during the year under notice.

It is, however, admitted that in view of the situation in Austria itself, and the closing to commerce of the South African and East Asian markets, the final results are not as unfavourable as had been apprehended.

Participation of different By grouping the principal categories of merchandise under

separate headings, as has been done in the subjoined table, a more detailed estimate of their individual shares in the final returns can be formed:—

IMPORTATIONS.

Articles.	Value in Millions.	
	1899.	1900.
	£	£
Raw material—		
Provisions, breadstuffs, &c.	11·4	11·6
Raw material for agricultural and industrial purposes	26·2	29·8
	37·6	41·4
Semi-manufactured merchandise	9·2	9·4
Manufactured merchandise	19·1	19·3
Total	65·9	70·1

EXPORTATIONS.

Articles.	Value in Millions.	
	1899.	1900.
	£	£
Raw material—		
Provisions, breadstuffs, &c.	14·0	12·9
Raw material for agricultural and industrial purposes	19·7	20·9
	33·7	33·8
Semi-manufactured merchandise	11·3	12·3
Manufactured merchandise	32·1	33·7
Total	77·4	79·8

According to the above table there was a total advance in the entry of raw material, valued at about 3,800,000*l.*, in which that category classed as provisions and breadstuffs only participated to the comparatively modest extent of about 200,000*l.*

On the other hand, there was a noteworthy change in the figures relating to the quantity of merchandise entering the country, for whereas the increase in the value of imported raw material, amounting to 3,800,000*l.*, or about 10 per cent., was accompanied by an advance in quantity from 167,200,000 to 188,800,000 cwts., or about 13 per cent.; the quantity of manufactured merchandise entering the country sunk from 13,100,000 to 11,930,000 cwts., or by about 1,170,000 cwts., while the value practically remained stationary. It is therefore obvious that the

advance in the value of manufactured merchandise entering the country was not due to increased demand, as was the case with raw material, but to a rise in the price of the merchandise itself.

Movement of
exportation.

Somewhat dissimilar features to the foregoing characterised the development of the export trade in 1900. In most instances the figures relative to both value and quantity were fairly uniform. This, however, was scarcely the case with exported raw material, concerning which a shrinkage in quantity of 6 per cent. accompanied by an increase in value of only $\frac{1}{3}$ per cent., is recorded.

On the other hand, there was an advance of 6 per cent. in the value of the outward movement of semi-manufactured merchandise, accompanied by an increase in quantity of 7 per cent., while manufactured merchandise rose by 5 per cent. in value, and by 10 per cent. in quantity.

The subjoined tables give the value of the chief categories of merchandise entering and leaving Austria-Hungary during 1900, while any differences arising in connection with the various items, as compared to the preceding year, are duly noticed:—

RETURN showing Value of Chief Articles of Import during the Years 1899-1900.

Articles.	Value.		
	1899.	1900.	Difference in 1900.
	£	£	£
Provisions—			
Coffee.. ..	1,722,388	1,939,698	+ 217,305
Tea	191,235	218,440	+ 27,205
Cocoa	73,279	74,523	+ 1,249
Spices.. ..	287,888	299,886	+ 11,997
Tobacco and cigars	2,243,293	2,519,791	+ 276,498
Southern fruits	1,016,818	1,001,498	- 15,320
Cereals	1,319,740	1,295,784	- 24,006
Including—			
Maize	576,508	803,952	+ 227,444
Barley	43,017	90,920	+ 47,903
Wheat	454,097	179,566	- 274,531
Rye	108,557	40,376	- 68,181
Rice	918,887	761,017	- 157,819
Fruit and vegetables	848,417	979,798	+ 131,381
Seeds	1,229,780	1,473,607	+ 243,827
Cattle.. ..	956,549	918,759	- 37,790
Eggs	1,139,844	1,280,655	+ 91,811
Lard and bacon	222,503	15,275	- 207,228
Poultry, living	234,116	238,240	+ 34,124
Fish	381,652	384,672	+ 2,020
Cheese	215,043	222,673	+ 7,630
Beer	74,082	73,296	- 786
Wine	1,367,202	1,109,205	- 257,997
Spirits	124,744	103,034	- 21,660
Materials for manufacturing purposes—			
Coal	2,931,833	3,743,178	+ 811,340
Coke	552,532	659,800	+ 107,268
Ore	330,296	367,066	+ 36,770
Minerals	565,889	575,975	+ 10,086
Dyeing and tanning materials	896,022	872,322	- 23,700
Gums and resins	515,950	541,787	+ 25,787
Cotton	4,763,625	6,310,366	+ 1,546,741
Flax	791,795	975,912	+ 184,117
Hemp	212,306	244,739	+ 32,433
Jute	414,172	511,265	+ 97,093
Wool	5,073,966	4,130,508	- 943,453
Silk	2,015,788	1,748,538	- 267,250
Indiarubber	402,075	367,900	- 34,175
Iron	528,747	409,307	- 119,440
Chemical substances.. ..	947,206	1,103,096	+ 155,890
Manufactures—			
Cotton yarns	956,087	917,642	- 38,445
" goods.. ..	501,293	496,597	- 4,696
Linen yarn	171,802	177,696	+ 5,893
Jute	54,841	66,818	+ 11,977
Woolen yarn	1,746,616	1,648,401	- 98,215
" goods	1,004,845	1,044,821	+ 39,976
Silk goods	1,553,090	1,297,183	- 255,817
Paper and paper goods	907,894	1,010,806	+ 102,912
Indiarubber goods	281,893	307,960	+ 26,067
Leather and leather goods	1,893,652	1,964,584	+ 70,932
Ironware	923,827	926,450	+ 2,623
Machines	1,917,260	2,133,296	+ 216,036
Chemical products	1,029,798	1,034,235	+ 4,437
Fancy goods	1,893,992	1,976,256	+ 82,254

RETURN showing Value of Chief Articles of Export during the Years 1899-1900.

Articles.	Value.		
	1899.	1900.	Difference in 1900.
Provisions—	£	£	£
Sugar	7,213,320	7,433,530	+ 220,210
Cereals	3,428,266	2,442,708	- 985,558
Including—			
Barley	3,029,020	2,168,220	- 860,800
Wheat	5,855	66,755	+ 60,900
Oats	372,320	193,305	- 179,015
Malt	2,104,100	2,081,375	- 22,725
Pulse	603,666	688,136	+ 84,470
Flour	49,655	635,480	+ 585,825
Fruit	769,753	629,099	- 140,654
Seed	730,382	909,712	+ 129,330
Cattle	2,578,063	2,604,088	+ 26,025
Draught animals	2,135,437	2,372,247	+ 236,810
Eggs	3,550,738	3,750,078	+ 199,340
Beer	654,830	643,333	- 11,497
Wine	458,060	403,937	- 54,123
Spirits	349,285	311,458	- 37,827
Articles for manufacturing purposes—			
Brown coal	2,633,206	2,826,241	+ 143,035
Black coal	588,285	595,095	+ 6,810
Coke	308,568	349,628	+ 41,060
Wood	9,685,976	10,504,730	+ 818,754
Including—			
Lumber	4,228,898	4,544,232	+ 315,334
Sawn wood	4,227,343	4,641,777	+ 414,434
Barrel staves	775,747	780,980	+ 5,233
Railway sleepers	260,353	299,563	+ 39,210
Ores	483,189	439,976	- 43,213
Minerals	650,538	781,663	+ 131,075
Dyeing and tanning materials	396,152	362,847	- 33,305
Woo	1,371,318	981,483	- 389,835
Iron (crude)	61,248	128,068	+ 66,810
Chemical substances	515,533	497,510	- 18,023
Manufactures—			
Cotton yarn	291,238	147,081	- 144,207
" goods	585,644	570,308	- 15,336
Linen yarn	670,305	740,673	+ 70,368
" goods	640,914	681,949	+ 41,035
Woollen yarn	194,135	197,965	+ 3,780
" goods	1,768,259	1,676,485	- 91,774
Silk goods	638,887	638,552	- 335
Hats	306,176	270,158	- 36,018
Garments and linen goods	925,025	902,279	- 22,746
Paper	932,180	1,156,564	+ 224,384
" goods	281,097	246,497	- 35,600
Indiarubber goods	255,472	315,517	+ 60,045
Leather	251,836	273,441	+ 21,605
" goods	2,059,169	2,099,102	+ 39,933
Boots and shoes	833,644	812,482	- 21,162
Gloves	1,016,066	1,060,616	+ 44,550
Furniture	568,827	624,032	+ 55,205
Glass and glassware	2,078,895	2,147,732	+ 68,837
Porcelain	462,219	471,921	+ 9,702
Iron	472,283	602,237	+ 129,954

RETURN showing Value of Chief Articles of Export during the
Years 1899-1900—continued.

Articles.	Value.		
	1899.	1900.	Difference in 1900.
Manufactures—continued.	£	£	£
Ironware	1,108,578	1,219,225	+ 110,647
Metalware	785,710	777,875	+ 41,665
Machines	598,825	618,587	+ 19,762
Fancy goods	1,937,213	2,011,865	+ 74,152
Chemical products	618,452	734,369	+ 120,917
Matches	205,723	130,819	- 24,904

Turning to the foregoing statistics, dealing with the value of **Importation.** the individual varieties of merchandise imported in 1900, it will **Development** be noticed that, as compared to the preceding year, but minor **of provision** changes are recorded in the figures relative to grain. Thus, the **trade.** value of imported wheat decreased by 275,000*l.*, and rye by 68,000*l.*; maize, however, advanced to the extent of 227,000*l.*, and barley by 48,000*l.*, which latter increase is doubtless due to the large quantities of barley entering this country over the Servian frontier. There was a shrinkage in the value of imported rice amounting to 157,000*l.*; but coffee showed an advance valued at 217,000*l.*; fruit and vegetables, at 131,000*l.*; and seeds, at 243,000*l.* The increase in the value of imported tobacco and cigars is computed at 276,500*l.*, whilst the value of cattle declined by 38,000*l.*, lard and bacon also shows a falling-off of 208,000*l.* Finally, the value of imported wines, which in the year 1899 appreciably diminished, now shows a further shrinkage computed at 258,000*l.*

Among the items classed as imported "raw and auxiliary **Importation.** material for manufacturing purposes," coal is conspicuous with an **Development** advance of 811,000*l.* in value, but only 18,900,000 cwts. in quan- **of trade in** tity, from which it is to be seen that the increase is due to the **raw materials,** rise in price of that commodity. The figures relative to imported **&c.** cotton, which record an increase valued at 1,546,000*l.*, are also worthy of remark. In this instance, also, the result is solely attributable to the high market prices which ruled during the year, as the quantity entering the country declined to the extent of 164,800 cwts. On the other hand, imported wool declined by 938,000*l.* in value, and by 62,400 cwts. in quantity. Among the other items of this category showing a decrease, I may mention silk with 267,000*l.*, iron with 119,000*l.*, and indiarubber with 34,000*l.*; whilst the following articles show augmented returns, viz.: jute, 97,000*l.*; flax, 184,000*l.*; hemp, 32,000*l.*; and chemical substances, 155,000*l.*

With regard to the principal items in the category, entitled **Importation.** "manufactured merchandise," I would call attention to a decrease **Development** of 235,800*l.* in the value of imported silk, of 98,200*l.* in woollen **of trade in** **manufactures.**

yarn, and of 38,400*l.* in cotton yarn. Most of the remaining articles show augmented figures. Thus, there was an increase of 102,900*l.* in the value of paper goods, as also of 70,900*l.* in leather and leather goods, of 39,900*l.* in woollen goods, and of 82,200*l.* in fancy goods. The entry of machines of all kinds advanced by 216,000*l.*, as also chemical products by 4,400*l.* The least conspicuous difference is recorded in the figures pertaining to ironware, which only rose to the extent of 2,600*l.*

Exportation.
Development
of trade in
raw materials.

As regards the returns dealing with the exportation of raw material, the shrinkage in the value of grain of all kinds amounting to 985,000*l.*, is worthy of note. As a set off, however, both sugar (220,000*l.*) and flour (585,000*l.*) show an increase. Among the remaining items recording augmented values there may be mentioned, pulse with 84,400*l.*, seeds with 129,300*l.*, cattle with 26,000*l.*, and eggs with 199,000*l.* The figures relative to draught animals are also interesting. They show an advance of 236,000*l.*, due to the large number of horses purchased towards the end of the year for South Africa. There was a decline in the outward movement of wine, valued at 54,000*l.*; as also of spirits, 37,000*l.*; and beer, 11,000*l.*

Exportation.
Development
of trade in
auxiliary
material.

Among the items classed as auxiliary merchandise for manufacturing purposes exported during 1900, I may draw attention to wood of all kinds, showing an all-round increase of 818,000*l.*, to which total lumber contributes 315,000*l.*, and sawn wood 414,000*l.* The value of exported brown and black coal also increased by 150,000*l.*, coke by 41,000*l.*, minerals by 131,000*l.*, and crude iron by 66,000*l.* Ores and wool show a decline of 43,000*l.* and 389,000*l.* respectively.

Exportation.
Development
of trade in
manufactures.

The statistics concerning the outward movement of manufactured merchandise in 1900 record a general increase in values. Various articles, however, which at one time were largely exported from Austria-Hungary to all parts of the world, show an appreciable decline within the past few years. Thus, I may mention hats which decreased to the extent of 36,000*l.*; boots and shoes, 21,000*l.*; and garments and linen goods with 22,000*l.* Diminished figures are also recorded in connection with the following, viz.: cotton yarn, 144,000*l.*; cotton goods, 15,000*l.*; woollen goods, 91,000*l.*; and matches, 24,000*l.* On the other hand, the export of linen yarn increased by 70,000*l.*, and linen goods by 41,000*l.* The export of paper (not to be confused with paper goods) showed a considerable increase in value, put down at 224,000*l.* The principal outlet for the products of the Austro-Hungarian paper industry during the past year was Japan and other East Asian markets. The value of exported indiarubber goods likewise advanced by 60,000*l.*, gloves by 44,000*l.*, furniture by 55,000*l.*, and glass and glassware by 69,000*l.* Among the other manufactured items with increased export returns, I may point out iron ingots, iron goods, metal goods, machines, chemical products, and fancy goods.

Trade in
precious
metals.

The importation of precious metals and coin rose from 1,800,000*l.* in 1899, to 1,870,000*l.* in 1900, whilst the value of

exportation declined from 3,000,000*l.* in 1899, to 2,800,000*l.* in 1900.

The total value of both importation and exportation (including precious metals and coin) during the past two years was as follows :—

Final returns
of foreign
trade.

					Total Value.	
					1899.	1900.
					£	£
Imports	..	..	..	..	67,800,000	72,000,000
Exports	..	..	..	..	80,500,000	82,500,000

The total quantity of merchandise of all kinds entering Austria- Total
Hungary in 1900 amounted to 204,000,000 cwts., as against quantities of
186,000,000 cwts. in 1899. import and
export.

The total quantity of merchandise exported amounted to
340,000,000 cwts. in 1900, as against 356,000,000 cwts. in the
preceding year.

The movement of trade between Austria-Hungary and the Development
United Kingdom during the past two years is specially dealt with of trade with
in the annexed statements. It will be observed that both quan- the Unit-d
tities and values are given, thereby facilitating a comparison :— Kingdom.

TABLE showing Articles Imported into Austria-Hungary from the United Kingdom during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
				£	£
Colonial goods—					
Cocoa beans	Cwts.	1,385	540	3,707	1,317
Coffee	"	4,088	3,710	12,084	8,877
Tea	"	396	20	4,610	200
" direct from China	"	16,103	394	160,706	4,747
Spices	"	125	138	2,270	1,388
Southern fruits	"	138	145	181	175
Sugar	"	2,948	2,488	2,581	775
Tobacco and cigars	"	90	305	1,935	5,870
Corn and cereals	"	778	800	282	70
Rice	"	38,128	6,086	22,920	3,967
Vegetables, fruits and plants	"	23,537	17,957	29,995	24,754
Cattle	Head	32	28	130	63
Horses	"	119	90	15,443	8,117
Poultry, oysters and other animals	Cwts.	62	248	351	26
Animal products—					
Hides, skins, &c.	"	5,319	14,279	22,131	78,728
Hair	"	1,110	749	6,780	4,203
Feathers, &c.	"	1,780	1,728	83,266	72,522
Grease and tallow	"	63,866	62,225	53,615	65,122
Oils	"	21,030	12,723	25,402	18,680
Beverages—					
Beer	"	936	751	487	387
Rum and spirits	"	6,244	4,917	23,597	21,076
Wine	"	470	329	1,101	790
Eatables—					
Sundries	"	9,787	7,873	30,658	40,469
Herrings	"	88,622	109,340	51,223	79,406
Wood and timber	"	11,257	8,257	2,063	1,500
Coal and cooke	"	8,425,786	8,823,450	107,371	122,768
Turners' materials	"	61,293	33,603	217,211	130,904
Minerals	"	89,773	69,245	13,842	9,495
Medicine and perfumery	"	193	568	2,605	5,322
Dyeing and tanning materials	"	8,825	11,421	32,042	24,771
Gums and resins	"	17,669	11,106	33,634	25,374
Cotton	"	35,624	43,942	30,008	58,350
" yarn	"	103,565	94,180	611,209	459,769
" goods	"	5,961	6,100	115,801	125,416
Mineral oil	"	528	630	186	615
Flax, hemp, jute, &c.	"	14,345	18,383	12,914	14,225
Jute yarns	"	12,683	3,950	11,850	4,208
Flax, hemp, and linen yarns	"	11,014	10,212	78,474	76,267
Linen goods	"	257	429	9,963	9,540
Jute goods	"	523	510	1,133	1,066
Rope and string	"	1,455	1,077	2,349	2,282
Wool	"	57,746	42,484	385,540	204,558
Woollen yarns	"	65,069	61,427	736,465	735,627
" goods	"	13,626	13,811	380,537	410,647
Silk and silk goods	"	962	585	97,640	75,475
Hats	Number	8,056	7,964	2,123	1,760
"	Cwts.	129	137	7,717	9,644
Garments, linen and millinery	"	497	431	30,304	21,356
Brushes, brooms, &c.	"	37	40	341	315
Straw goods	"	5,372	6,363	166,985	201,496
Paper and paper goods	"	5,080	4,726	16,335	14,228
Indiarubber goods	"	13,428	12,949	247,402	250,130
Oilcloth and linoleum	"	2,951	2,486	11,130	9,324
Leather and leather goods	"	34,587	32,905	464,794	402,100
Furs and furriers' wares	"	162	181	4,788	6,008
Wooden and boneware	"	13,209	8,190	32,450	35,876
Glass and glassware	"	1,617	2,965	2,665	4,117
Stoneware	"	153,337	107,234	41,908	81,215
Earthenware	"	25,184	16,308	14,929	8,676
Iron and ironware	"	1,301,385	1,066,103	315,799	290,530
Metal and metal goods	"	69,873	62,043	275,090	234,049
Machines	"	212,168	261,270	472,400	578,821
Vehicles	Number	6	4	280	188
"	Cwts.	298	403	510	1,233
Bicycles	Number	241	49	3,012	613
Instruments	Cwts.	448	484	16,385	17,840
Watches	Number	1,786	680	638	215
Umbrellas and parasols	"	953	551	510	295
Fancy goods	Cwts.	798	749	46,491	40,257

TABLE showing Articles Imported into Austria-Hungary from the United Kingdom during the Years 1899-1900—continued.

Articles.			Quantity.		Value.	
			1899.	1900.	1899.	1900.
				£	£	£
Chemical substances ...	Cwts.	...	107,784	114,610	69,721	75,105
" products ...	"	...	13,092	17,033	57,396	51,922
Soap and candles ...	"	...	1,634	1,356	1,866	1,633
Matches and gunpowder...	"	...	277	176	1,099	493
Literary and art objects ...	"	...	866	843	13,990	13,937
Refuse, manure, rags, &c.	"	...	16,249	15,834	6,914	8,672
Total ...			...	...	5,765,491	5,302,642

TABLE showing Articles Exported from Austria-Hungary to Great Britain during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
Spices (Hungarian pepper) ...	Cwts. ...	208	392	375	603
Southern fruits ...	" ...	2,067	1,812	2,207	1,936
Sugar—					
Refined sugar (no bounty) ...	" ...	17	20	12	14
Sugar, 1st class (bounty 3 k.) ...	" ...	140,287	...	61,120	...
Sugar, 2nd class (bounty 3 k. 20 h.) ...	" ...	1,608,560	1,762,855	819,797	923,264
Sugar, 3rd class (bounty 4 k. 60 h.) ...	" ...	4,012,619	4,713,380	2,338,140	2,745,410
Tobacco ...	" ...	1,364	1,364	1,430	1,900
Cereals, dried fruit, &c.—					
Barley and malt ...	" ...	162,282	245,280	61,128	92,157
Beans ...	" ...	54,172	98,161	18,054	35,644
Flour ...	" ...	1,435	459,875	1,098	294,547
Sundries ...	" ...	195	12	67	8
Fruits, vegetables, and plants ...	" ...	40,871	20,993	89,351	51,338
Horses ...	Head ...	174	1,033	9,104	35,985
Game and poultry ...	Cwts. ...	7,256	9,178	25,686	35,459
Animal products—					
Eggs ...	" ...	159,985	191,684	256,294	338,737
Sundries ...	" ...	1,061	2,240	7,918	15,100
Grease ...	" ...	981	639	1,501	1,069
Oil ...	" ...	451	4	1,002	9
Beverages—					
Beer, wine, &c. ...	" ...	5,155	5,580	5,042	6,416
Mineral water ...	" ...	35,965	29,928	24,582	20,456
Estables ...	" ...	423	633	2,101	2,566
Wood and timber ...	" ...	258,930	356,136	66,950	82,018
Coal ...	" ...	1,170	4,011	40	180
Turners' material ...	" ...	3-4	4,233	10,466	14,990
Minerals ...	" ...	67,644	78,243	8,555	10,264
Medicines and perfumery ...	" ...	43	39	130	228
Dyeing and tanning materials ...	" ...	204,671	209,821	99,251	103,508
Gums and resins ...	" ...	3,768	4,678	5,362	7,556
Mineral oil ...	" ...	...	10,925	...	5,728
Cotton and cotton yarns...	" ...	1,354	2,225	2,132	2,270
" goods ...	" ...	1,750	2,055	24,273	22,640
Hemp ...	" ...	296	1,278	348	8,010
" flax, and jute yarns ...	" ...	15,379	11,061	53,770	55,750
Linen goods ...	" ...	3,987	7,552	50,340	102,013
Jute sacks and tiesues ...	" ...	173	686	478	2,380
Rope and string ...	" ...	13,631	5,723	21,039	10,318
Wool and woollen yarns...	" ...	1,338	2,356	4,998	8,468
Woollen goods ...	" ...	4,174	3,990	66,969	65,170
Silk and silk goods ...	" ...	5,110	5,620	245,609	288,450
Hats ...	Number ...	1,500	628	242	203
Garments, linen, and millinery...	Cwts. ...	813	760	44,677	49,850
Brushes and brooms ...	" ...	6,603	10,378	91,982	91,566
Straw goods ...	" ...	517	712	6,884	9,242
Paper and paper goods ...	" ...	128,189	157,607	97,632	122,893
Indiarubber and indiarubber goods ...	" ...	721	2,418	13,788	25,416
Leather and leather goods ...	" ...	22,551	20,901	919,000	764,255
Furriers' wares ...	" ...	128	176	2,909	4,600
Wooden and boneware ...	" ...	56,988	62,187	224,108	250,008
Glass and glassware ...	" ...	193,573	221,470	307,434	530,836
Stoneware ...	" ...	2,216	625	2,105	2,728
Earthenware ...	" ...	19,635	31,843	50,483	74,637
Iron and ironware...	" ...	11,739	11,864	14,610	19,130
Metal and metal goods ...	" ...	12,342	16,307	53,252	247,165
Machines ...	" ...	3,524	2,701	7,556	6,053
Vehicles ...	Number ...	57	93	782	1,106
Instruments ...	Cwts. ...	281	414	9,335	13,680
Pianos and musical instruments	" ...	829	1,005	14,951	12,182
Watches ...	Number ...	122	79	115	125
Clocks ...	Cwts. ...	573	390	12,250	18,368
Fancy goods ...	" ...	15,633	19,252	410,746	440,800
Umbrellas and parasols ...	Number ...	259	1,077	84	760
Chemical substances ...	Cwts. ...	22,687	26,556	19,850	23,450
" products ...	" ...	46,085	53,753	75,906	69,459
Soap and candles ...	" ...	40	168	70	740
Matches and fuses ...	" ...	25	20	260	121
Books and objects of art ...	" ...	2,485	2,460	67,428	53,187
Refuse, manure, rags, &c. ...	" ...	24,313	26,416	7,127	7,512
Oilcloth and linoleum ...	" ...	4	14	16	111
Total ..	...	...	...	6,861,659	8,537,279

Of the two foregoing tables dealing with the movement of trade between the United Kingdom and Austria-Hungary that one relative to the importations into this country does not call for special remark. It will therefore suffice to mention that the total value of the imports in 1900 amounted to 5,302,642*l.*, or 462,849*l.* less than in the preceding year.

Among the principal items to which the shrinkage is due, I may enumerate tea (from China) with 160,369*l.*, turners' materials with 86,307*l.*, cotton yarn with 151,440*l.*, wool with 180,982*l.*, leather and leather goods with 62,684*l.*, and metal and metal goods with 42,000*l.*

On the other hand, an increase is recorded in the figures relative to the following, viz., animal products, 43,296*l.*; grease and tallow, 11,607*l.*; eatables, 37,994*l.*; cotton, 28,344*l.*; woollen goods, 30,060*l.*; straw goods, 34,511*l.*; stoneware, 39,307*l.*; and machines, 106,400*l.*

As regards the table concerning the exports from Austria-Hungary to the United Kingdom a considerable advance in the total is noticeable, for whereas in 1899 the aggregate value was 6,881,859*l.* that recorded in 1900 was 8,537,279*l.*, or, in other words, an increase of 1,655,420*l.*

The items chiefly contributing to this increase were: sugar (all classes), with 449,619*l.*; flour, 293,449*l.*; horses, 26,851*l.*; eggs, 82,443*l.*; linen goods, 51,673*l.*; silk, 42,841*l.*; and glass and glassware, 523,402*l.*

The following show a decline in value, viz., rope and string 10,721*l.*; leather, 154,745*l.*; and books and objects of art, 14,239*l.*

I now submit tables dealing with the principal categories of merchandise imported from and exported to British India and the colonies during 1900, together with the figures for the preceding year.

TABLE showing Articles Imported into Austria-Hungary from British India during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
Colonial goods—				£	£
Cocoa beans	Cwts.	10,397	12,800	26,763	31,719
Coffee	"	73,553	70,087	148,962	168,977
Tea	"	683	780	6,540	8,068
Spices—					
Pepper	"	30,127	32,720	66,924	90,860
Jamaica pepper... ..	"	7,974	9,240	16,352	16,580
Ginger	"	3,043	2,828	5,070	4,830
Cinnamon	"	10,204	10,700	22,232	24,270
Sundries	"	3,671	3,711	22,532	18,700
Southern fruits	"	168	126	146	102
Tobacco	"	1,835	1,000	9,963	5,333
Rice	"	1,532,351	1,279,763	677,637	672,333
Vegetables, fruits, and plants—					
Oilseed	"	122,361	137,188	66,334	59,764
Linseed	"	275,661	156,975	123,660	77,116
Rapeseed	"	90,235	1,500	41,562	672
Palm kernels	"	49,786	101,634	25,522	44,060
Sundries	"	10,811	7,825	16,903	14,420
Horses	Head	1	...	165	...
Animals	"	208	3	535	6
Animal products—					
Hides and skins... ..	Cwts.	104,646	155,066	381,437	592,617
Feathers, hair	"	54	72	793	524
Sundries	"	362	78	1,107	514
Grease	"	27,707	34,563	32,560	43,943
Oils	"	410	67	561	100
Beverages	"	200	365	787	1,468
Eatables	"	741	666	1,546	1,367
Wood and timber	"	32,859	22,400	7,416	6,661
Turners' materials	"	23,092	16,596	49,979	36,470
Minerals	"	11,417	6,080	941	590
Medicine and perfumery... ..	"	189	128	2,470	1,780
Dyeing and tanning	"	71,554	93,565	223,374	160,960
Gums and resins	"	12,635	20,427	40,935	68,479
Cotton	"	680,360	286,233	941,598	717,678
" goods	"	25	29	181	215
Jute	"	528,733	645,163	412,670	477,905
Hemp	"	281	2,067	419	4,760
" and jute yarns and tissues	"	165	1,042	377	700
Ropes and fibre	"	9,224	848	12,888	14,325
Wool... ..	"	833	125	6,010	885
Woollen goods	"	10	14	79	218
Silk goods	"	17	...	1,691	...
Garments, linen, and millinery...	"	4	...	310	...
Hats	Number	...	15	...	2
Straw goods	Cwts.	37	22	533	288
Paper and paper goods	"	17	18	220	36
Indiarubber	"	657	317	10,391	5,125
Leather	"	3,066	1,155	45,806	18,272
Wooden and bone goods	"	68	97	372	493
Glassware	"	...	10	...	70
Stoneware	"	...	2	...	866
Earthenware	"	13	36	50	182
Ironware	"	9	1	80	15
Metals and metalware	"	32,591	22,874	176,553	149,128
Fancy goods	"	15	28	86	360
Chemical substance	"	378	647	54	340
" products... ..	"	156	52	87	127
Soap	"	...	74	4	64
Books and objects of art... ..	"	5	12	239	120
Refuse, manure, &c.	"	16,621	26,742	4,969	4,620
Total ... ..	...	...	...	3,632,375	3,538,667

TABLE showing Articles Exported from Austria-Hungary to British India during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
Sugar	Cwts.	914,855	1,040,126	532,820	608,372
Cereals, flour, pulse	"	3,788	5,410	2,285	3,236
Fruits, vegetables and plants	"	2,185	1,688	1,320	4,406
Horses	Heads	6	12	200	828
Animals	"	9	3	17	78
Animal produce	Cwts.	112	49	259	192
Grease	"	480	117	806	275
Beverages	"	3,205	2,472	2,274	1,707
Eatables	"	17	846	45	2,186
Wood and timber	"	55,357	45,514	8,459	7,810
Turners' materials	"	5	24	11	50
Minerals	"	2,265	2,743	381	430
Dyeing and tanning materials	"	277	131	5,082	580
Gums and resins	"	"	18	"	52
Cotton yarns and cotton goods	"	7,293	9,541	67,920	77,923
Hemp, linen yarns and tissues	"	624	649	3,092	2,630
Woollen yarns and woollen tissues	"	8,316	8,955	177,128	107,360
Silk and silk goods	"	419	722	12,750	14,433
Garments, linen and millinery	"	183	4,938	3,976	14,062
Brushes and brooms	"	312	284	3,901	3,079
Straw goods	"	4	1	10	16
Paper and paper goods	"	163,219	171,372	191,789	179,403
India-rubber goods	"	825	1,500	16,496	22,134
Oilcloth and linoleum	"	218	283	897	903
Leather and leather goods	"	396	429	9,476	15,303
Wooden and bone goods	"	6,188	8,193	16,216	22,086
Glass and glassware	"	34,618	28,280	109,298	94,408
Stoneware	"	8,833	34,694	659	3,450
Earthenware	"	392	720	1,038	1,390
Iron and ironware	"	19,495	17,942	49,703	195,937
Metal and metalware	"	18,132	25,718	148,734	203,533
Machines	"	236	745	456	1,894
Vehicles	Number	33	42	719	636
Instruments	Cwts.	103	70	1,273	1,350
Fancy goods	"	5,270	7,040	117,346	140,782
Umbrellas and parasols	Number	676	2,323	146	646
Chemicals	Cwts.	11,749	9,824	3,538	2,180
Chemical produce	"	1,443	2,820	8,538	4,500
Soap and candles	"	6,368	6,874	13,416	13,362
Matches and explosives	"	18,517	16,605	15,816	14,287
Books and objects of art	"	140	63	3,163	2,390
Refuse, manure, rags, &c.	"	"	4,783	"	785
Total				1,531,268	1,770,701

TABLE showing Articles Imported into Austria-Hungary from the British West Indies during the Years 1899-1900.

Articles.	Quantity.		Value.	
	1899.	1900.	1899.	1900.
	Cwts.	Cwts.	£	£
Colonial goods	19,801	17,400	39,889	39,163
Spices	4,139	4,195	10,160	10,532
Rice	747	197	488	149
Vegetables, fruits, and plants	187	419	412	800
Animal products	199	117	849	672
Grease	285	842	326	1,002
Rum and other spirits ..	5,306	2,642	22,046	11,260
Eatables	4	98	12	467
Wood and timber	160	62	39	20
Turners' materials	915	956	3,736	2,175
Perfumery .. .. .	..	1	..	50
Dyeing and tanning materials	6,956	15,555	3,957	9,618
Cotton	8,364	1,000	9,044	2,565
Leather	251	..	1,872	..
Metal	222	331	1,413	2,187
Southern fruits	4	..	3	..
Tobacco	667	4,565	3,563	24,354
Minerals	1,401	18,383	117	1,803
Gums and resins	410	1,145	360	4,118
Straw goods	4	..	137	..
Earthenware	11	..	32	..
Fancy goods	2	..	12	..
Total .. .. .	..	..	98,467	110,935

TABLE showing Articles Exported from Austria-Hungary to the British West Indies during the Years 1899-1900.

Articles.	Quantity.		Value.	
	1899.	1900.	1899.	1900.
	Cwts.	Cwts.	£	£
Mineral water	9	..	6	..
Tobacco .. .. .	..	2	..	57
Woollen goods	97	107	1,876	1,723
Paper and paper goods ..	1,365	255	1,137	231
Leather goods	3	4	80	80
Wooden and bone goods ..	585	740	1,054	1,245
Glass and glassware	218	..	336	..
Animal products .. ..	..	2	..	11
Hats .. .. .	..	4	..	110
Fancy goods	2	..	38	..
Oilcloth .. .. .	..	2	..	15
Cotton goods	7	20	60	360
Garments, linen, and millinery	37	..	520	..
Ironware	254	4	437	30
Metal goods	29	..	155	..
Matches	107	..	92	..
Total .. .. .	..	..	5,791	3,867

TABLE showing Articles Imported into Austria-Hungary from the British Possessions in the Mediterranean during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
Southern fruits ..	Cwts. ..	1,162	30	£ 430	£ 17
Vegetables, fruits, and plants ..	" ..	21,352	21,819	3,968	4,692
Animal products ..	" ..	..	137	..	733
Beverages ..	" ..	85	178	277	400
Dyeing and tanning materials..	" ..	370	206	148	90
Cotton ..	" ..	1,358	597	2,408	1,520
" yarns and tissues ..	" ..	9	..	46	..
Glassware ..	" ..	..	26	..	8
Wool ..	" ..	31	8	196	60
Metals ..	" ..	7	..	31	..
Vehicles ..	Number	1	..	78	..
Total ..	..	..	..	7,577	7,520

TABLE showing Articles Exported from Austria-Hungary to the British Possessions in the Mediterranean during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
Tobacco	Cwts. ..	5,331	7,334	£ 4,327	£ 9,067
Cereals, pulse ..	" ..	1,160	4,312	621	1,750
Vegetables, fruits, and plants ..	" ..	2,327	21,574	677	3,406
Animal products ..	" ..	11	..	67	..
Grease	" ..	33	40	105	150
Beverages	" ..	1,026	365	606	220
Eatables	" ..	27	64	26	24
Wood and timber ..	" ..	26,258	41,793	5,308	6,944
Dyeing and tanning materials..	" ..	64	511	610	570
Cotton yarns and tissues	" ..	53	97	307	620
Linen goods	" ..	19	8	225	90
Woollen goods ..	" ..	7	74	103	1,122
Silk goods	" ..	4	8	123	267
Garments, linen, and millinery..	" ..	51	109	2,152	3,212
Brushes and brooms	" ..	7	14	8	120
Paper and paper goods	" ..	146	283	164	338
Indiarubber goods ..	" ..	13	41	292	203
Leather goods ..	" ..	40	66	833	937
Wooden and bone goods	" ..	1,233	595	4,490	2,052
Glass and glassware ..	" ..	138	330	303	900
Stoneware	" ..	122	253	7	90
Metal and metalware ..	" ..	113	48	622	410
Fancy goods	" ..	48	106	1,060	2,925
Chemical substances ..	" ..	835	..	1,718	..
" products..	" ..	64	555	179	932
Soap.. ..	" ..	5	4	8	9
Matches and explosives	" ..	56	200	66	330
Sugar .. ..	" ..	..	1,775	..	1,034
Animals	Number..	..	1,283	..	43,641
Gums and resins ..	Cwts. ..	..	2	..	4
Ironware .. ..	" ..	..	85	167	350
Musical instruments	" ..	..	14	..	33
Refuse, manure, rags, &c. .. ..	" ..	..	1,248	..	294
Umbrellas and parasols ..	Number..	..	72	..	12
Total .. ..	..	..	..	25,174	82,126

TABLE showing Articles Imported into Austria-Hungary from Australia during the Years 1899-1900.

Articles.	Quantity.		Value.	
	1899.	1900.	1899.	1900.
	Cwts.	Cwts.	£	£
Spices	58	14	13,296	2,050
Vegetables, fruits, and plants	21,867	2	11,127	1
Animal products ..	285	301	836	1,426
Grease .. ..	..	10	..	11
Beverages	5	2	18	4
Turners' materials ..	194	2	602	3
Minerals	3,552	988	701	105
Dyeing and tanning material	1,438	225	321	48
Gums and resins ..	88	86	240	257
Wool	69,595	21,067	440,600	86,043
Leather	9	..	87	..
Metals	242	1,789	1,279	9,000
Total .. ..	..	..	469,107	98,948

TABLE showing Articles Exported from Austria-Hungary to Australia during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
				£	£
Plants	Cwts. ..	118	..	798	..
Beverages	" ..	1,170	435	770	312
Cotton goods	" ..	280	10	1,740	71
Linen goods	" ..	45	98	560	650
Woollen goods	" ..	15	26	311	668
Garments, linen, and millinery	" ..	21	2	338	32
Hats	Number..	1,557	50	614	23
Straw goods	Cwts. ..	27	80	338	1,065
Paper and paper goods	" ..	1,379	828	1,230	625
Leather goods	" ..	358	109	15,677	1,732
Wooden and bone-ware	" ..	5,310	4,680	10,648	6,175
Glass and glassware	" ..	2,138	255	4,118	576
Earthenware	" ..	503	90	1,018	201
Iron and ironware ..	" ..	17,528	10,271	6,938	5,375
Metalware	" ..	402	260	2,083	1,503
Instruments and fancy goods	" ..	13	28	346	1,400
Chemical products ..	" ..	646	1,065	1,590	840
Soap	" ..	11	4	23	10
Wood and timber	" ..	47	..	12	..
Mineral oil	" ..	23	..	6	..
Indiarubber goods ..	" ..	9	8	156	117
Total .. ..	..	..	..	49,859	23,215

TABLE showing Articles Imported into Austria-Hungary from Canada during the Years 1899-1900.

Articles.	Quantity.		Value.	
	1899.	1900.	1899.	1900.
	Cwts.	Cwts.	£	£
Cocoa beans	78	..	215	..
Cereals and pulse ..	..	1,264	..	880
Vegetables, fruit, and plants .. ..	..	50	..	138
Grease	269	234	207	250
Estables	76	61	293	281
Minerals	2,284	2,913	1,641	2,438
Musical instruments ..	38	..	221	..
Machines	582	508	1,118	980
Total .. ..	..	..	3,695	4,857

TABLE showing Articles Exported from Austria-Hungary to Canada during the Years 1899-1900.

Articles.	Quantity.		Value.	
	1899.	1900.	1899.	1900.
	Cwts.	Cwts.	£	£
Cement, &c. .. ..	..	1,496	..	100
Cotton goods	55	6	414	77
Linen goods	5	45	67	607
Woollen goods	58	88	574	800
Oilcloth .. ..	..	14	..	65
Garments, linen, and millinery	203	..	2,507	..
Brushes and brooms ..	7	..	109	..
Leather goods	39	59	3,066	4,340
Wooden and boneware ..	17	141	150	498
Glass and glassware ..	40	313	94	194
Earthenware .. ..	..	7,024	..	580
Metalware	29	14	153	94
Instruments and fancy goods	51	34	1,642	574
Chemical products ..	3	109	47	175
Gums and resins	19	39	83	166
Paper goods	7	..	18	..
Ironware	2	8	16	48
Total .. ..	..	..	8,940	8,308

TABLE showing Articles Imported into Austria-Hungary from Cape Colony during the Years 1899-1900.

Articles.	Quantity.		Value.	
	1899.	1900.	1899.	1900.
	Cwts.	Cwts.	£	£
Eatables .. ..	..	6	..	28
Beverages	5	..	14	..
Dyeing and tanning materials	9,256	8,221	1,985	715
Wool	4,555	1,370	31,429	7,360
Colonial goods	89	..	123	..
Spices	2	..	4	..
Plants	4	185	214	400
Gums and resins	48	..	42	..
Total .. ..	..	..	33,811	8,498

TABLE showing Articles Exported from Austria-Hungary to Cape Colony during the Years 1899-1900.

Articles.		Quantity.		Value.	
		1899.	1900.	1899.	1900.
				£	£
Cereals	Cwts. ..	..	4,534	..	1,815
Beverages	" ..	443	1,014	470	693
Wood and timber .. ..	" ..	..	1,077	..	300
Bran .. ..	" ..	..	4,291	..	1,010
Cotton goods	" ..	2	130	21	150
Woollen goods .. ..	" ..	..	12	..	118
Garments, linen, and millinery.. ..	" ..	37	6	263	100
Horses	Number..	..	6,999	..	240,233
Paper and paper goods	Cwts. ..	13	..	16	..
Leather goods	" ..	39	88	927	1,745
Wooden and bone-ware	" ..	2,532	1,080	4,343	1,715
Glass and glassware	" ..	7	4	24	10
Earthenware	" ..	72	8	135	10
Ironware	" ..	3	88	14	320
Metal goods	" ..	99	18	518	215
Matches .. ..	" ..	..	302	..	260
Instruments and fancy goods	" ..	4	..	188	..
Chemical products.. ..	" ..	..	140	..	100
Vegetables, fruit, and plants	" ..	254	12,341	33	1,840
Oil	" ..	2	..	4	..
Total .. ..	..	..	..	6,906	251,334

Recapitulation.

To facilitate a comparison I append a recapitulation relative to the trade between the Dual Monarchy and the British Colonies and Dependencies during the years 1899 and 1900:—

	Imports.		Exports.	
	1899.	1900.	1899.	1900.
	£	£	£	£
British India	3,632,375	3,588,667	1,531,268	1,770,701
British West Indies ..	98,467	110,935	5,791	3,867
British Possessions in the Mediterranean ..	7,577	7,520	25,174	82,126
Australia	469,107	98,948	49,859	23,215
Canada	3,695	4,857	3,940	3,308
Cape Colony	33,811	8,498	6,906	251,334
Total	4,245,032	3,768,925	1,627,438	2,139,551

A conspicuous item of interest therein is the falling-off in the value of imports from Australia. The figures dealing with the value of exportation to Cape Colony also attract attention. As compared to 1899 they show an advance of 244,428*l.*, which sum, however, is exceptional, as it mainly represents the value of horses bought during the year for South Africa.

Finally, I submit below a tabular statement wherein the entire trade of the Dual Monarchy, both with the United Kingdom and also with the British Colonies and Dependencies, is recorded:—

	Value.
	£
Total value of imports (exclusive of precious metals) from the United Kingdom to Austria-Hungary in 1900, amounted to	5,302,642
Those from the British Colonies and Dependencies	3,768,925
Total	9,071,567
Showing as compared to 1899 with	10,010,523
A decrease of	938,956
The total value of exports (exclusive of precious metals) from Austria-Hungary to the United Kingdom in 1900, amounted to	8,537,279
To the British Colonies and Dependencies	2,139,551
Total	10,676,830
Showing as compared to 1899	8,509,297
An increase of	2,167,533
The total exports in 1900	10,676,830
Show, as compared to the total imports	9,071,567
An excess of	1,605,263

It will be observed that a considerable change has taken place in the final figures. In the first place there was a decrease of 938,956*l.* in the value of importation, while an advance of 2,167,533*l.* was recorded in the outward movement of merchandise.

Furthermore, in 1899 the total value of importation amounted to 10,010,523*l.*, and that of exportation to 8,509,297*l.*, or, in other words, there was an excess in favour of importation amounting to 1,501,226*l.* In 1900 the contrary was the case, inasmuch as the value of importation declined to 9,071,567*l.*, while the value of exportation rose to 10,676,830*l.*, thereby causing an excess of exports over imports amounting to 1,605,263*l.*

Before closing this report, I should like to add a few words **Conclusion.** relative to the situation in Austria, which since the beginning of the year, has undergone a change for the better.

The Prime Minister, Dr. Von Körber, by means of able statesmanship and aided by his innate tact and common sense has succeeded in bringing about a compromise between those parties in the Reichsrath whose differences had hitherto been considered irreconcilable.

At the time of writing Austria is once more in possession of a legislative body, whose chief aim is no longer to pursue a policy of obstruction and recrimination for purely personal ends. The reception granted to the Canal Bill, the scope of which is described in another part of this report, is proof that the majority in the Reichsrath at all events, is willing to waive its party interests for the sake of the general welfare of the country.

It is sincerely to be hoped that this condition of affairs will continue. There are many measures of vital importance to the economic and commercial progress of Austria still waiting Parliamentary sanction, and in dealing with them the Reichsrath will have its work cut out for some time to come.

In all sections of the community a more sanguine spirit has lately prevailed. Industrialists, financiers, and business men of all classes, now take a less pessimistic view of the situation than they did six months ago. On every side there is evidence that only a period of domestic tranquillity is needed to revive that energy and enterprise which the protracted political deadlock has done so much to discourage.

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AUSTRIA-HUNGARY.

REPORT FOR THE YEAR 1900

, ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2402.

Presented to both Houses of Parliament by Command of His Majesty.
AUGUST, 1901.

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Reference to previous Report, Annual Series No. 2402.

Report on the Trade of Bohemia for the Year 1900 by Captain
Wentworth Forbes, His Majesty's Consul at Prague.

(Received at Foreign Office, July 8, 1901.)

The result of the census taken on December 31, 1900, shows that Bohemia has a population of 6,277,245, an increase since 1890 of 467,838; these figures do not include the military. In the year 1890 there was only one town in Bohemia of over 100,000 inhabitants, one of over 50,000, eight over 20,000, and 26 over 10,000. To-day there is one of over 200,000, three over 50,000, and 26 over 10,000 inhabitants.

The population of Prague has increased very rapidly during the last 20 years as will be seen by the following table:—

Year.	Number.	Increase.	
		Number.	Per Cent.
1880	293,579	..	..
1890	369,123	75,544	25·7
1900	479,688	110,565	29·9

The German portion of the population shows, however, a decrease:—

Year.	Number.	Of which were—	
		Christians.	Jews.
		Number.	Number.
1880	38,618	21,586	17,032
1890	37,746	21,106	16,640
1900	29,408	18,588	10,820

A very handsome stone bridge in the middle of the City of Prague, which has taken two years to build, was opened on June 14 this year by the Emperor. The length is 1,120 feet, and the breadth 54½ feet; it spans the River Moldau with nine arches.

The ghetto or old Jewish quarter of the city has been demolished during the past year, and handsome buildings are being erected on its site; this from a sanitary point is of great advantage.

**Electric
trams.**

During the year 1900 the Corporation completed its network of electric trams and provided the public with an excellent and cheap means of transit, admirably managed. The trams run through all the principal streets to the suburbs, and the old horse tram has nearly disappeared. The overhead trolley system is that used, and has, I understand, been found to work satisfactorily. Several prominent towns are now running electric trams.

**Electric
lighting.**

Electric lighting is being largely used in Prague, both in the streets and houses. A central station to supply the city has been erected and commenced work last year. There are already in Bohemia 16 towns lit by electricity.

The greater part of the electrical machinery required for installations in Bohemia is supplied by Vienna and Germany, there being only two firms in Bohemia which manufacture dynamos.

Drainage.

The new drainage works for the city are steadily progressing and are being constructed for an increase in population to 1,500,000.

The plans are by a British engineer, and the work is being carried out under his personal supervision.

Health.

The death-rate of Prague for 1900 still remains high. Scarlet fever, diphtheria, typhus, and measles show no diminution, but, on the other hand, small-pox is almost stamped out, no death having been registered for some years, this is due to the increase of vaccination which is now almost compulsory. No child can attend school unless vaccinated (education being, of course, obligatory), every soldier must be re-vaccinated before serving his time, and no person can hold any public appointment or position under the Government unless vaccinated. Before the above rules became compulsory the death-rate from small-pox was very high, and the number of people, over 20 years of age, marked by this disease is very noticeable.

The death-rate of Prague as compared with other cities in 1900 was :—

City.					Death Rate Per 1,000.
Cracow	..	..	..	..	29·20
Lemberg	..	..	..	..	25·75
Prague	..	..	..	..	24·82
St. Petersburg	..	..	..	..	23·67
Trieste	..	..	..	..	23·27
Paris	..	..	..	..	22·40
Odessa	..	..	..	..	21·12
Vienna	..	..	..	..	21·06
Warsaw	..	..	..	..	19·83
Budapesth	..	..	..	..	19·57
Copenhagen	..	..	..	..	19·40
Brussels	..	..	..	..	18·55
Venice	..	..	..	..	18·50
Dresden	..	..	..	..	18·40
Berlin	..	..	..	..	16·20
London	..	..	..	..	15·65
Amsterdam	..	..	..	..	15·57
Christiania	..	..	..	..	18·50

Provision has been made in the Imperial Budget for 1901 for **Education.** the erection of new laboratories and operation halls in the public hospitals of Prague for the medical students of the universities. Money has also been granted for an increased number of teachers in the Government colleges, high schools, industrial schools, and also for additional teachers in the textile industries.

A technical and industrial museum, founded by the Prague Chamber of Commerce, is to be assisted by a Government grant.

Prague is in telephonic communication with 79 towns in Bohemia. Also with Vienna, Berlin, Dresden, and Brun, the time allowed for each conversation is three minutes from the time the connection is established. The price varies from 1 to 3 kr., i.e. from 10d. to 2s. 6d. per period. **Telephonic communication.**

The following I have taken from a report recently issued by the Government Inspector of Factories on the Prague district in 1900 :— **Factories and labour.**

In the metal and machine industries, as also in the electrical, the same improvement was shown as during the year 1899, only in the two closing months of 1900 orders slackened, so that some establishments had to reduce the number of their workmen. In other branches also the past year has been favourable.

One of the largest engineering works in the district has erected an iron foundry and steam hammer works in the vicinity of Prague, in which the latest technical improvements have been introduced.

A very large cotton mill has been erected with a capacity of 656 electrically worked looms. Also a large brewery has been built on the latest principles. During the last year, however, there has not been so much enterprise shown in the erection of new industrial works. Considerable progress has been made in the use of electricity for manufacturing and lighting.

In the bookbinding trade the workmen went on strike and (855) A 3

succeeded in getting their hours reduced to nine and a-half per day. Following a strike in the building industry, the hours were mostly reduced to 10 hours daily, the maximum length being fixed at 11 hours.

The shortening of the hours of labour in the textile factories is making slow but steady progress. The shortest hours of from eight to nine a day are in the glass and book printing works.

There is room for considerable improvement in the conditions under which labour is carried on as to air and light.

Many of the small industries are often carried on in attics and cellars. A cellar, 5 yards square and 7 feet high, often being used for six or seven workers to labour in the whole year. There are nine bakeries in one of the suburbs of Prague to be found in cellars, dark, filthy, and badly ventilated, as also damp; beds are often found close to the ovens, in the flour store or in the passages.

Sunday labour has been discontinued in one leather-dyeing establishment; one cement work employing over 300 men, as also the sacking of sugar in the raw sugar mills.

The total number of accidents in this district during the year was 4,100, of which 24 were fatal, the greater number (1,135) being in the machine industry, 830 in metal works, and 830 in the building trade.

Glasgow
Exhibition.

The cost of the Austro-Hungarian section in the Glasgow Exhibition is 2,100*l.*, and the space is about 82 square feet; among the exhibits Bohemian glass is well represented.

Increased
taxes.

An increase in the excise tax on spirits by 20 kr. (16*s.* 8*d.*) per 100 litres and also on railway passenger tickets from the present 2 to 12 per cent. on the fare will be enforced; the spirit tax from September 1 next and that on railway tickets from January 1, 1902.

Minerals.

Of the 17 countries comprising this Empire, the Kingdom of Bohemia is by far the richest in minerals. In the year 1899 (no later statistics being published) Bohemia produced 52·14 per cent. of the mineral ore and 30·55 per cent. of minerals out of the total amount in Austria.

The total value of the mineral productions in Austria in 1899 (exclusive of Hungary) was 265,285,203 kr.* (11,053,550*l.*); of this amount 129,527,987 kr. (5,397,000*l.*) was contributed by Bohemia.

Coal.

Austria ranks fourth among the coal-producing countries of the world. Its most important sources of supply are the brown coal fields situated in the north-west of Bohemia to the south of the Erzgebirg Mountain range, extending from Aussig to Eger, the breadth varying from 2 to 10 kiloms., or 1·24 to 6·21 English miles.

Brown coal.

In consequence of an interruption between Klösterle and Karlsbad it takes two directions, the greater being in the Brux-Komotau districts and the lesser in the Elbogen-Falkenau districts. In 1899 there were 146 brown coal mines in Bohemia employing

* 24 kronen = 1*l.*

31,724 people, producing 17,959,855 tons, worth 69,620,471 kr. (2,900,853 $\frac{1}{2}$), an average value of 3s. 3d. per ton.

In the whole of Austria the production was 21,751,794 tons, worth 95,164,467 kr. (3,965,186 $\frac{1}{2}$).

There are two briquette manufactories in the Falkenau district Briquettes. which made in 1899 38,981 tons of brown coal briquettes, worth 372,268 kr. (15,511 $\frac{1}{2}$), averaging nearly 8s. a ton. 23,896 tons were exported to Germany and Switzerland.

The average production of brown coal per man employed during Yearly production per man. 1899 in Bohemia was 566 tons, representing value of 91 $\frac{1}{2}$ 6s. 8d. for the year.

In the brown coalfields the wages in 1899 were —

Wages.

					Per Diem..	
					s.	d.
Overseer	..	..	..	(about)	3	4
Cutler or hewer	..	..	..	"	3	1
Digger	..	..	..	"	2	5
Day labourer	..	..	..	"	2	1

The principal brown coal-mining undertakings in Bohemia are:—

The Brüxer Kohlenbergbau Gesellschaft.

The Nordböhmisches Kohlenwerks Gesellschaft

The Gewerkschaft Brucher Kohlenwerke.

The K. u. K. Aerar, near Brün. (Imperial).

The Duxer Kohlenverein.

The total export of brown coal from Bohemia was, in 1898, Bohemia export. 8,351,955 tons; in 1899, 8,669,496 tons.

In 1900 the export from Austria was only 7,864,219 tons, Export of brown coal from Austria. worth 67,829,781 kr. (2,826,241 $\frac{1}{2}$), nearly the whole of which (7,826,676 tons) went to Germany, showing a very considerable falling-off, as mining operations in the Bohemian coalfields were suspended from January 20 to March 20 in that year owing to a general strike; also in April it was again retarded by the stoppage of river traffic owing to floods.

Black coal is found in far less quantities and lies in the Black coal. Kladno and the Pilsen-Nürschau districts. In June, 1901, new discoveries of black coal have been made in the neighbourhood of Pilsen, and the borings are showing a very satisfactory result.

In 1899 there were 81 black coal mines at work in Bohemia, Production. employing 20,983 people, producing 4,070,383 tons, worth 29,836,783 kr. (1,243,199 $\frac{1}{2}$), averaging 6s. 1d. per ton. The average production of coal in 1899 per man employed was 194 tons for the year at a value of about 60 $\frac{1}{2}$.

54,092 tons of coke, worth 983,644 kr. (40,985 $\frac{1}{2}$), were produced. Coke.

The wages were:—

Wages.

					Per Day.
					s. d.
Overseer	..	..	..	(about)	3 4
Cutter or hewer	..	..	..	"	2 7
Digger	..	..	..	"	1 9
Day labourer	..	..	..	"	1 7

Export
of black coal.

The export of black coal from Bohemia in 1899 was 554,645 tons, being 28,817 tons less than in the previous year.

The chief black coal companies in Bohemia are:—

The West Böhmische Bergbau Verein.

The Oesterr.-ungar.-Staatseisenbahn Gesellschaft.

The Buschtehrader Eisenbahn.

The Miröschau-Libuschin-Schadowitzer Gesellschaft.

Total
production in
Austria.
Export, 1900.

The total production of black coal in Austria in 1899 was 11,455,139 tons, worth 89,500,247 kr. (3,729,177l.).

The export from the Dual Monarchy in 1900 was 815,687 tons, worth 14,282,273 kr. (595,011l.), of which 560,725 tons went to Germany.

Imports of
coal.

Owing to the long strikes in the coal district of Bohemia in the spring of last year, increased quantities of coal had to be imported from Germany, the United Kingdom, and other countries.

				Articles.	1899.	1900.
					Tons.	Tons.
				Pit or sea coal	5,296,700	6,242,939
				Coke	564,005	620,776
				Brown coal ..	20,879	67,720
				Total value	£ 3,500,000	£ 4,487,500
Of which from—						Tons.
Germany				Pit or sea coal	..	6,010,000
				Coke .. ..	..	606,000
				Brown coal ..	..	63,000
United Kingdom ..				Pit or sea coal	..	184,000
Turkey				" "	..	19,300
Belgium				" "	..	9,500
America				" "	..	4,800
Hamburg*				" "	..	15,000

* Probably the greater part came from the United Kingdom.

Coke from
the United
Kingdom.

Recently (1901), in consequence of the high price of Westphalian coke, the Prager Eisen Industrie Gesellschaft has contracted for large supplies from the United Kingdom.

Gold and
silver.

Very little gold is found in Austria, but what there is chiefly comes from Bohemia. There are only three mines, one in the Prague district at Eule and two in the Kuttenberg district at Börkowitz and Wysoka. Gold is also found in the antimony mines at Schonberg and Proutkowitz and treated as a bye-product. The mines belong to the Mileschau Mining Company.

The gold produced in Bohemia was :—

Gold
production.

Year.					Quantity.	Value.
					Kilos.	£
1898	..	..	..	..	59·8468	7,285
1899	..	..	..	..	65·2390	6,718*

* The fall being due to the poorer quality of the metal.

The gold mined in the whole of Austria in 1899 was 75·18 kilos., worth 7,864*l*.

Silver mining in the Empire is almost exclusively confined to Silver. Bohemia. In 1899 there were 22 undertakings at work. The only large mines are the Imperial mines at Pribram, which employ 3,909 people and produced in 1899 21,536 tons of silver ore, worth 154,519*l*. These mines, however, show a gradual decline, partly owing to the weakening of the veins, also to the decrease in the value of silver. In Austria there is only one other mine, at Budowina, but it was not working in 1899.

The total production of silver ore in Bohemia was, in 1899, Production. 21,554 tons, worth 154,775*l*.

The total production of precious metals in Bohemia in 1899 was :—

Articles.					Quantity.	Value.
						£
Gold ore	..	..	..	Tons ..	322·53	1,358
Silver ore	..	..	..	„ ..	21,554·00	154,775
Gold	..	..	..	Kilos...	65·239	6,718
Silver	..	..	..	„ ..	39,034·630	156,138

There are two British companies that have recently commenced mining operations in Bohemia, one being for antimony. The antimony ore mined in Bohemia in 1899 was 399 tons, worth Antimony. 3,128*l*. The amount of antimony produced was 271 tons, worth 7,036*l*.

Iron ore is plentiful in Bohemia and lies principally between Iron. Prague and Beraun, the bed is about 10 miles in length, and in regular strata extends to 66 feet in volume.

In 1899 there were 78 mines situated in the districts of Prague, Mines. Schlan, Pilsen, Mies, Kuttenberg, Falkenau, Elbogen, Komotau, Teplitz, and Budweis, out of which only 16 were being worked, employing 1,650 persons. The mining operations are carried on near the surface, and also by deep sunken shafts, the ore after having been treated gives 44 to 49 per cent. of iron, containing an average of 2½ per cent. of phosphorus.

The principal mining operations are in the Prague district,

where out of 18 mines there were 10 being worked and employing 1,558 persons.

In 1899 out of 10 smelting works with 17 furnaces, only five with 11 furnaces were worked in the Prague and Pilsen districts which produced 264,729 tons of pig-iron worth 942,470l.

The total production of iron ore was as follows:—

Year.	Quantity.	Value.
	Tons	£
1898	683,278	124,719
1899	655,365	136,471
Increase, 1899	22,087	11,752

The pig-iron produced was—

Year.	Quantity.	Value.
	Tons.	£
1898	258,849	791,578
1899	264,729	942,470
Increase, 1899	5,980	150,892

Iron ore, although so plentiful in Bohemia, was commercially not of much worth until the year 1878, when the Thomas Gilchrist process was introduced, and gave the iron industry especially of Bohemia an immense impetus, which since that year has been steadily increasing.

In Austria the production of iron was in:—

Year.	Quantity.	Value.
	Tons.	£
1878	293,197	1,204,028
1897	887,945	2,637,415
1899	906,385	3,218,835

The Austrian iron industry had its most naturally prominent seat in the Alpine districts, but from the minute black coal supplanted the use of wood fuel it lost its prominent position. Whereas formerly those works prospered most that lay in the neighbourhood of the forests, so now do those that are in the immediate vicinity of black coalfields. This, in combination with the adoption of the Thomas Gilchrist treatment of the phosphorescent ore of Bohemia, caused the iron here to become more valuable and to be more extensively worked, with the result that the southern provinces of the Empire, which formerly produced two-thirds of the total iron production, to-day only contribute one-third.

Two of the greatest enterprises are the "Prager Eisenindustrie Gesellschaft" and the "Böhmischen Montan Gesellschaft," the former employing between 9,000 and 10,000 people, and the latter about 4,000. These two companies have conjointly acquired the sole mining rights in the iron district previously mentioned between Prague and Beraun.

The "Prager Eisenindustrie Gesellschaft" has its works at Kladno, Teplitz and Hermanshütte; this company has also its own coal mines.

The "Böhmischen Montan Gesellschaft" has its works in the Nučic, Königshof, Beraun, and Rostock districts.

The steadily increasing prosperity of the iron industry of Bohemia is also due to a Cartell that exists throughout the Empire.

The iron ore exported from Austria-Hungary was—

Exports.

Year.					Quantity.	Value.
					Tons.	£
1899	..	..	..	..	751,988	136,229
1900	..	..	..	..	605,867	109,759

Germany takes almost the whole.

The import of iron ore was—

Imports.

Year.					Quantity.	Value.
					Tons.	£
1899	..	..	..	..	436,094	88,505
1900	..	..	..	..	466,812	97,149

The chief imports in 1900 were—

From:—					Quantity.
					Tons.
Sweden	..	..	..	..	97,006
Greece	..	..	..	..	62,110
Germany	..	..	..	..	50,067
Spain	..	..	..	..	6,702

The mineral production of Austria-Hungary being insufficient for her requirements large quantities have to be imported. The import of raw iron in 1900 was 91,565 tons, being 33,550 tons less than in the previous year. From the United Kingdom 49,534 tons, and from Germany 26,168 tons.

The other minerals found in Bohemia are zinc, tin, graphite, lead, brimstone, &c.

17,844 tons of zinc were imported, an increase on 1899 of Zinc. 2,619 tons. Germany supplied 17,087 tons, nearly the whole, and the United Kingdom 386 tons.

Tin. 3,439 tons of tin were imported in 1900, being an increase on the previous year of 435 tons, of which 2,050 tons came from Germany, and 213 tons from the United Kingdom.

Copper. In 1900 there were 18,982 tons of copper imported, being an increase on 1899 of 2,797 tons. The largest imports being from the United States of America with 10,488 tons; Germany supplies 4,442 tons, and the United Kingdom 2,151 tons. The increase in the importation of copper is principally due to the increasing use of electricity.

Sulphuric acid, sulphate of iron, alum, and the production of mineral colours are confined only to Bohemia, of which in 1889 there were:—

Articles.	Quantity.	Value.
	Tons.	£
Sulphuric acid and oil of brimstone	7,814	13,184
Alum	6,088	3,482
Sulphate of iron.. ..	475	814
Mineral colours.. ..	1,980	4,631

The chief imports into Austria-Hungary in 1900 were: Sulphuric acid 10,584 tons, which nearly all came from Germany; and sulphate of copper 3,516 tons, of which the United Kingdom supplied 1,350 tons, Germany 347 tons, and Italy 316 tons.

In the mining and mineral industry in Bohemia in 1899 the following material was used:—

Articles.	Quantity.	Value.
	Tons.	£
Iron and steel	778,701	118,669
Dynamite, powder, &c... ..	89,047	31,593
Wood .. ..	..	276,847
Fuses, caps, slow matches, &c... ..	..	6,042
Coke	271,850	..
Black coal	7,241	..
Brown coal	3,618	..

Waterways. The length of the rivers in Bohemia is about 721 miles, of which 506 miles are open for rafts and 220 miles for shipping.

The growing importance of the Elbe from Aussig as a commercial waterway, to which place goods have to be conveyed by rail for shipment to Hamburg, determined the Government if possible to bring the heart of the Kingdom of Bohemia into direct water communication with Germany, and thus reduce considerably the expense of transport by lessening as far as possible the distance to be traversed by railway with its dearer freights. At first the deepening of the rivers Moldau and Elbe to a minimum depth of 3½ feet by means of dredging was attempted but was found to be impracticable. Plans were then submitted to the Government by the firm of A. Lanna, in Prague, for

the regulation of the River Moldau from Prague to its junctions with the River Elbe at Melnik, a distance of 32 miles, as also of the Elbe from Melnik to Aussig, a distance of 43 miles, from Aussig to the German frontier or Customs, 23½ miles being already navigable. The water in both rivers to be deepened to a minimum of 6·9 feet, so that the largest Elbe barges fully laden, from 700 to 800 tons burden, can pass freely up and down.

The Ministry of the Interior approved of this project, the estimated cost being 26,000,000 kr. (1,083,333*l.*). The State will bear two-thirds and the Kingdom of Bohemia one-third of the expense.

The regulation of the rivers is to be attained by means of locks and movable dams, these dams to be of iron built in segments, and so constructed that during the prevalence of floods, or when the rivers are frozen over, they can lie flat on the bottoms.

From the City of Prague to Melnik (32 miles), there are to be four locks and dams at No. 1, Troja; No. 2, Kluan; No. 3, Libsic; No. 4, Mirowic; and a lateral canal from Wraňan to Horů, near Melnik.

On the Elbe from Melnik to Aussig (43 miles), there are to be seven locks and dams at No. 1, Berkowic; No. 2, Zaluz; No. 3, Raudnitz; No. 4, Trebantitz; No. 5, Czalositz; No. 6, Czernosek; and No. 7, Sebusein.

This undertaking is controlled by a Commission consisting of four members under the presidency of the Governor of Bohemia, two representing the Imperial Government and two representing Bohemia, aided by salaried experts, with its own technical and administrative offices.

The Commission was constituted on November 23, 1896, and the carrying out of the works having been entrusted to the engineering firm of A. Lanna, Prague, work was commenced on Lock No. 2 at Kluan, in July, 1897, and completed at the end of 1898; Lock No. 3, at Libsic, was then taken in hand and finished in April, 1900. In the year 1899 work was also commenced on No. 1, Troja, the station nearest to Prague, and is hoped will be completed this year (1901). Last year (1900) work on No. 4 at Mirowic was begun, and this year work on the lateral canal from Wraňan to Horů is to be commenced, when this is completed the Moldau will be navigable from Prague to its junction with the Elbe at Melnik.

The construction of the seven stations previously mentioned on the Elbe between Melnik and Aussig are to be proceeded with and should be completed within the next four years. The Commission has already completed the technical details for making the river navigable through the city, and the mills which stand in the way of the work have been purchased. A direct line of communication will thus be open for barges and steamers from Strehowitz through Prague to Aussig on the Elbe, a distance of 87 miles, the distance from Prague to Hamburg being 491 miles.

The total tonnage of goods borne yearly on the River Elbe in Bohemia far exceeds that of the Danube and the seaborne goods of Trieste.

The most powerful Elbe tugs have compound engines with from 500 to 900 nominal horse-power. The dimensions of an Elbe barge of 500 tons are: Length, 203 feet; breadth, 29 feet 6 inches; and depth, 5 feet 3 inches.

The locks are constructed so as to be capable of accommodating five of the largest Elbe barges at the same time with a yearly traffic of 3,800,000 tons.

It is estimated that the saving in freight will be 20 per cent. cheaper than the lowest rates for railway borne goods.

The carrying trade of the Moldau and the Elbe is worked by five companies, viz. —

1. Oest. Nordwest Dampfschiffahrts-Gesellschaft.
2. Schiffahrts-Gesellschaft "Kette."
3. Deutsch-Oesterreichische-Schiffahrts Gesellschaft.
4. Prager-Moldau-Elbe Dampfschiff-Gesellschaft.
5. Verein Elbe und Saale Schiffer.

The most important of these is the first with 45 steamers having a total horse-power of 12,165 and 220 towing barges with a carrying capacity of 54,205 tons and employing over 1,500 hands. The capital invested is 8,000,000 kr. (333,333*l.*).

During the year 1900 the freight carried by this company amounted to 424,938 tons up stream and 371,847 tons down stream, making a total of 796,785 tons, being 48,793 tons less than in the previous year (1899), this falling-off was in a great measure due to the great coal strike in Bohemia which prevailed during the early months of 1900.

The Prager-Moldau-Elbe Steamship Company owns 16 passenger steamers with a total of 746 horse-power, and employs 115 persons. The capital is 800,000 kr. (33,333*l.*). The boats run from the city above the weirs to Stechowitz, a distance of about 12 miles.

River traffic.

The traffic during the year 1900 from Melnik on the Elbe to the Saxon frontier up and down stream was 8,790 vessels with a total lading of 2,267,000 tons.

At Schandau on the frontier there were, up stream, 1,859 passenger steamers, 101 freight steamers and 7,877 sailing and towing barges with 432,000 tons of lading. Down stream, 1,859 passenger steamers, 99 freight steamers, and 8,441 sailing and towing barges with a lading of 2,300,000 tons.

There also passed the customs stations 2,225 rafts during the year (1900) with 1,663,033 feet of solid wood.

The greatest traffic was at Aussig, at which place during 1900 there were 209 new vessels built, and 1,263 vessels unloaded 85,869 tons of cargo consisting chiefly of—

Articles.						Quantity.
						Tons.
Sulphur	..	..	..	..	..	25,287
Rice ..	..	..	..	..	..	14,436
Salt ..	..	..	..	..	..	10,178
Iron ..	..	..	..	..	..	8,116

From Aussig were shipped—

Articles.	Quantity.
	Tons.
Coal	1,837,000
Sugar	71,628
Various goods	32,117

In Schönpriesen there were 320 vessels unloaded, containing 43,817 tons, and 330 vessels laden with 109,000 tons.

In Wesslu 77 vessels discharged 18,378 tons of British coal.

In Rosaniz 1,333 vessels, containing 357,000 tons, were laden.

In Tetschen-Bodenbach 455 vessels discharged 37,126 tons, and 216 vessels laden with 15,490 tons. In this district there were built 136 new vessels during the year.

In 1900 at Laube 1,572 vessels discharged 219,000 tons of cargo, and 592 vessels laden with 159,000 tons.

Of the total imports by river of 432,000 tons, the principal items were—

Articles.	Quantity.
	Tons.
Manures	68,083
Raw iron	57,787
Iron ore	21,275
Steam coal	18,837
Grease and oil	15,986
Raw cotton	10,674
Petroleum	9,556
Salt	9,169
Flax, hemp, tow	5,701
Machinery	5,541
Cement and lime	5,227
Raw tobacco	4,861

The chief exports by river during 1900 were—

Exports by river.

Articles.	Quantity.
	Tons.
Brown coal	1,698,334
Sugar	308,755
Stone and stoneware	81,500
Barley	72,233
Fresh and dried fruits	13,796
Fancy articles	9,138
Glass and glassware	8,336
Ironware	8,132
Lime, chalk, gravel	7,170
Rice	5,640
Spirits	5,639
Petroleum	5,139
Grain and pulse	3,923
Flour	3,258
Furniture (wood)	2,683
Beer	2,137
Chemicals	1,826

The export of coal from Bohemia in 1900 was 548,842 tons less than in the year 1899, owing to the coal strike, which lasted from January 20 to March 20, 1900.

During the year 1900 the river was frozen over for 50 days, and traffic suspended for a further period of 25 days owing to floods. Traffic was resumed on the breaking up of the ice on February 20, 1900, and remained open to the end of the year, heavy frost closing the river traffic on January 1, 1901.

Proposed extensions.

Parliament is now engaged on a gigantic scheme which is of far-reaching importance to Bohemia for the extension of its means of communication within the Empire both by water and by railway.

1. Danube-Oder Canal to be constructed.
2. To construct a canal from Budweis on the Moldau to a point on the River Danube, probably Linz (about 80 miles).
3. The regulation of the River Moldau from Budweis to Prague for commercial traffic.
4. A connecting canal from the Danube-Oder Canal near Prerau to Pardubitz, on the Upper Elbe, together with the canalisation of the Elbe from Pardubitz to Melnik.
5. A navigable connection to be effected between the Danube-Oder Canal and the River Weichsel to a navigable part of the River Dniester.

The work is to be commenced in 1904, at which date all the plans and technicalities are to be ready, and to be completed by 1920. From the year 1904 to 1912 the sum of 250,000,000 kr., or nearly 10,500,000*l.* sterling, is to be expended. The total sum to be expended, which includes a new railway line from Vienna to Trieste, is put down at about 42,000,000*l.* sterling.

Railways.

The most important railway lines that traverse Bohemia are—

Name of Line.						Length.
						Miles.
1.	Böhmische Nordbahn	..	..	..	..	206
2.	Aussig-Teplitz Eisenbahn	..	.	..	..	127
3.	Buschtehrader Eisenbahn	..	.	..	..	287
4.	Oesterreichisch-Ungarische Staats Eisenbahn Gesell-	..	..	..	..	363
	schaft (in Bohemia)	..	..	..	..
5.	K. u. K. Oesterreichische Staats Bahnen	..	..	..	..	1,069
6.	Oesterreichische Nordwestbahn und Süd-Nord-Deutsche	..	..	..	..	491
	Verbindungsbahn	..	..	..	..
Total						2,542

In addition there are also several local lines, and five are now in course of construction.

Six local lines, with a total length of 150 miles, and a cost of 2,803,300*l.*, are also included in the new Imperial scheme before-mentioned.

The Minister for Railways has notified that all orders for the various materials required for the projected new railway works and also for locomotives, tenders, and rolling stock will only be given to Austrian firms.

There are six firms in Austria which make the building of railway carriages for passengers and goods a speciality; the most important is that of F. Ringhoffer, in Prague, who can turn out 400 passenger and 4,000 goods carriages per annum. Rolling stock manufacture.

In the year 1899 the Government resolved to place contracts for building 540 passenger and 6,200 goods carriages to increase the rolling stock of the State railways, to be delivered during the years 1899 to 1903, both years inclusive, at the rate of 100 passenger and 1,240 goods carriages each year.

The sum granted for the above deliveries is 6,789,700 kr., or 282,904*l.*, per annum.

These orders are all placed with Austrian firms, and a large percentage has been given to the previously mentioned Prague firms.

The Bohemian Engineering Works are the most important in the Empire. There are over 70 works, employing about 12,000 people, having a yearly manufacturing value of over 2,000,000*l.* Machine industry.
The chief firms are—

1. Die Maschinenfabrik, Gussstahlhütte und Waffenfabrik, E. Skoda, in Pilsen.
2. Die Eisenbahnwagen und Maschinenfabrik, von F. Ringhoffer, in Smichow, near Prague.
3. Die Erste Böhmisches Mährische Maschinenfabrik, in Prague.
4. Die Maschinenbau Aktiengesellschaft vormals Ruston und Co., in Prague.
5. Die Maschinen Aktiengesellschaft vormals Breitfield, Danek und Co., in Prague.
6. Die Firma Märky, Bromosky und Schulz, in Prague.
7. Die Firma Novak und Jahn, in Prague.
8. Die Firma Noback und Fritz, in Prague.

The Erste Böhmisches Mährische Maschinenfabrik, in Prague, have recently increased their works for the purpose of building railway engines, with a capacity of 60 engines per annum, which hitherto have not been manufactured in Bohemia.

The great works of Skoda, at Pilsen, have recently constructed some 24-mm. guns for the Austro-Hungarian navy, and the Minister of Marine stated in Parliament that the trials had given the most satisfactory results. 53 rounds had been fired, 50 with the heaviest charges, and had had no deteriorating effects. Negotiations are in progress with this firm for further orders, and it is hoped that these guns will be cheaper than those of British make, in any case they will not be ordered from abroad. The United Kingdom have also given orders to this firm.

The decreasing number of breweries and sugar factories erected in recent years has affected to some extent the machine industry, as has also the competition in light agricultural machinery imported from Canada and the United States of America, and the depression in the textile and other industries. This being recognised by the Government, all orders are now being placed with Austrian firms so as to foster the home industries, and great exertions are being made to push the trade with

other countries. The great railway and canal schemes recently sanctioned by the Imperial Government will be of immense benefit in furthering the industrial prosperity of the Empire.

An electrical engineering firm in the neighbourhood of Prague has recently received from the United Kingdom an order for two 800 horse-power dynamos for the electric tramway installation, and an order has also been received here from Middlesborough for a 500 horse-power dynamo for the electric lighting station of that town.

The total number of dynamos exported from Austria-Hungary in 1900 was 500, worth 34,000*l.*, of which 60 went to the United Kingdom, 150 to Germany, and 125 to Russia.

The development of the sugar industry in Italy and Roumania has given an impetus to the export of sugar-making machinery to those countries. In this branch in 1898 the total export was only 576 tons, valued at 13,927*l.*, which increased in 1900 to 2,350 tons, worth 56,784*l.*, of which 1,754 tons went to Italy and 220 tons to Roumania.

Machinery for the textile industry exported in 1900 was 762 tons, worth 38,361*l.*; to Russia, 358 tons; and to Germany, 260 tons.

The export of agricultural machinery fell from 3,061 tons, worth 86,748*l.*, in 1898, to 2,807 tons, worth 79,534*l.*, in 1900, the chief importers being Russia, 1,422 tons; Roumania, 761 tons; Italy, 110 tons; and Germany, 157 tons.

The total export of machinery from Austria-Hungary was as follows:—

Year.						Value.
						£
1898	..	..	..	..	..	498,539
1899	..	..	..	..	..	598,825
1900	..	..	..	..	..	618,587

In the Austro-Hungarian army the artillery is to be re-armed with new guns, the type is not yet fixed as the experts are not quite decided between the Erhardt system of Dusseldorf or that of an Austrian inventor.

The number of new guns to be constructed will be 2,000 at a cost, it is stated, of 140,000,000 kr., equivalent to 5,833,333*l.*, spread over a period of four years in instalments of 1,458,333*l.*

Vehicles.

The export of vehicles shows a marked increase on the previous year the number being in 1899, 10,285, worth 227,108*l.*; and in 1900, 7,581, worth 403,612*l.*; the most important being goods carriages for railways and tramcars, the value in 1899 being 8,852*l.*; 1900, 165,900*l.*; the chief exports going to Italy, Germany, and Roumania.

Velocipedes showed a falling-off in value on 1899 of 30,333*l.*, and 2,800 in number, Germany being the chief importer.

Ironware.

Ironware is an important industry in Bohemia, especially in firearms (small arms), weapons, and enamel ware.

The exports in 1900 were:—

Articles.	Value.	To—
	£	
Scythes	243,616	France, Italy, Switzerland, Roumania
Utensils	48,189	France, Italy, Switzerland, British India
Enamelled ware ..	129,850	Turkey, British India, France, Bulgaria
Iron furniture ..	16,275	British India, Roumania, Russia
Firearms	12,891	Netherlands, Bulgaria, Hamburg
Weapons	45,290	United Kingdom, Italy, Japan, Egypt, China, France

The machinery imports in 1900 were 49,082 tons, worth Machinery imports. 2,134,129*l.*; for the textile industry 13,828 tons, worth 582,967*l.* From the United Kingdom, 7,330 tons; Germany, 4,616 tons; and Switzerland, 1,701 tons.

38 steam ploughs were imported in 1900, worth 38,701*l.*, an increase on the previous year of eight. The United Kingdom sent 36, and two came from Germany.

259 thrashing machines were imported, of which 186 came from the United Kingdom and 62 from Germany.

In heavy agricultural machinery and road rollers the principal British firms are well represented in Prague having, in some cases, their own workshops under British management with British mechanics. A British firm is also supplying a large number of road rollers, which are now becoming more generally used throughout the country; as far as I know these are not manufactured in Austria, and an increasing import in these machines is to be expected.

Austrian firms have tried to manufacture heavy steam agricultural machinery, but the result as yet has not been encouraging.

The import of tools in 1900 was 1,270 tons, worth 138,233*l.*; Tools. from the United Kingdom, 61 tons; Germany, 1,065 tons.

Of 322 locomobiles imported in 1900, worth 74,893*l.*, from Locomobiles. the United Kingdom, 227; and from Germany, 91 were imported.

Out of 35 railway engines imported only one came from the Locomotives. United Kingdom, the remainder coming from Germany (34).

The effect of the sugar duty recently levied by the United The sugar Kingdom is being closely watched by the industry here, and at industry. the meeting held in Prague to commemorate the 25th anniversary of the "Bohemian Sugar Industrial Society," which was attended by delegates from every part of the Empire, the opinion was expressed that the tax would be an undoubted benefit to the British refiners and that the duty on raw sugar might be favourable to the cultivation of the sugar beet in the United Kingdom and the creation of a sugar industry in the British Isles, in which case a heavy blow might be dealt to the export trade of Bohemia.

Most of the large refineries are fitted with machinery for crystallising sugar expressly for the British market.

The existing agreement between the refiners and raw sugar producers comes to an end next year, and the latter wish the refiners to guarantee a minimum price of 32 kr. (1*l.* 6*s.* 8*d.*) in lieu of the present 30 kr. (1*l.* 5*s.*) per 100 kilos. on its being renewed. The term of the trust was for five years.

The raw sugar produced in 1899-1900 in Bohemia was 551,338 tons; refined, 426,416 tons. The production being 50·3 per cent. of the total in Austria-Hungary.

The export was 76,746 tons of raw and 292,028 tons of refined sugar, or 56·7 per cent. of the total exported from the Dual Monarchy.

The textile
industry.

The textile industry of Bohemia has reached a high state of perfection. The manufacture of woollen goods is carried on chiefly in the Reichenberg and Kratzan districts on the Saxon frontier, where cloth for tailoring is made, and other cloth in Reichenberg, Böhmisch Aicha, Friedland, and other places. Articles made from coloured woollen yarns came from Asch, on the Bavarian frontier, and Aussig.

The woollen industry in the Reichenberg district has decreased during the year 1900 considerably. The imports were :—

Articles.	Quantity.	Increase or Decrease on 1899.	
		Tons.	Tons.
Sheeps wool	4,520	—	423
Wool surrogates	539	—	99
Yarns	886	—	53
Woollen goods	1,160	+	14

The exports were in woollen goods—

For—	Quantity.	Decrease.	
		Tons.	Tons.
Inland	7,657		421
Foreign	142		8
Total	7,799		429

Everywhere the prices for local production were lower than in 1899, notwithstanding this the above slight increase in the import of woollen goods was shown. As the hope of prices bettering on the January wool auctions in London gave way, from March onward, lower and lower, from month to month, became the import of raw stuff and yarns, gloomier also the outlook for manufactured goods, and it was only in December that a nominal figure on the part of buyers was reached. With the exception of January and February, 1900, the demand for manufactured goods was almost nil throughout the year. The benefit derived by the higher prices for the year 1899 was to a great extent lost.

It was feared the interruption in sales, combined with the

hopeless outlook, would lead to the closing of works and to a number of failures. The year 1900 stands, with regard to the woollen industry, significantly behind the years 1891-94 and 1899.

The foreign trade, which has been going back since the year 1895, showed a still further decrease on the year 1899, the export having fallen from 197 tons in 1894, to 142 tons in the year 1900.

In the cotton industry spinning has been, as in the previous year, favourable throughout 1900, but in the textile branch it has not been so, and unless there is an improvement the spinning industry must consequently also suffer. Cotton industry.

Cotton and woollen printing is principally carried on in the Königinhof and Warnsdorf districts, as also in the neighbourhood of Prague.

Cotton spinning is carried on in the districts of Reichenberg, Taunwald, the valley of the Elbe, Tetschen, and Bensen, many factories using manual labour.

The linen industry in Bohemia has its spinning mills in the Trautenau and Auss-Thale districts, and the weaving principally in Starkenbach, Hohenelbe, Kroh, Eipel, and Schönberg. - The decrease in the linen industry of Austria during the last decade was caused chiefly by the increased duties imposed, especially by Germany (July 15, 1879), Italy, and Switzerland, and the rapidly increasing import duties of the United States of America. The cultivation of flax has also considerably decreased, for 30 years previously 80 per cent. of the flax required was grown in the Empire, whereas at present not 40 per cent. is home grown, and therefore the remainder has to be imported. In the year 1872 there were 420,794 spindles at work, which have been reduced in consequence of the decline in this industry to 297,988 in the year 1899; the production has at present a value of about 1,700,000*l.* yearly. Linen industry.

The number of looms employed in the linen-weaving industry is difficult to state; the yearly manufacture is valued at about 1,600,000*l.*

In Bohemia there is a large manufacture of carpets, such as tapestry, velvets, Brussels, Kidderminster, Axminster, &c. The prices range from 3*d.* per metre in length to 4*l.* per square metre. Carpets.

This industry is carried on in the Reichenberg, Reussberg, and the Eger districts. There is a large foreign export trade to the United Kingdom, France, Germany, Russia, and other countries. Oriental prayer carpets are made by the people in their own homes in 40 villages from chenille thread, which, with the bright colouring and cheap prices, are in great demand in Cairo, Alexandria, Smyrna, and other places in the Levant, to which they are exported in large quantities.

This industry has, unfortunately for these people, attracted the attention of the great plush-producing factories, and competition will greatly reduce the price they now obtain.

Home
workers.

There are 946 large textile manufactories in Bohemia, which represent over 41 per cent. of the total number in the Empire.

Weaving and winding also give work to 31,000 people in their homes, distributed over 500 villages. The greater number of these only work during the winter months, from October to March. The number of women and children who work it would be difficult to enumerate. As a rule the parents and elder children work at the looms, while the old people and younger children wind the yarns, starch, and otherwise prepare the threads.

In the spring the workman returns to his usual summer labour (building, husbandry, &c.), and in the mountain districts has to leave his home to seek employment, the wife and family remain supporting themselves at the loom in the manufacture of coarser goods.

The following will give some idea of the pittance these unfortunate people are only too glad to be able to earn:— Weavers of the cheaper goods, such as canvas, batiste, light linen and cottons, towels, &c., earn from 4s. to 5s. a week, the wife assisting in the winding, &c. Finer weaving, such as tablecloths, fine linen, and cotton wares, earn from 8s. to 11s. per week. Straw-sacking (beds), sacks, &c., are the lowest paid, a man and his wife together seldom earn 2s. 8d. a week. Winders, who are principally old people and children, and those incapable of other work, earn from 3d. to 4d. each per diem.

These people work from daylight until darkness puts an end to their toil, as they cannot afford lighting. Scarcity of work, especially in the mountainous districts, causes them frequently to suffer intensely from cold and hunger.

The value of the productions of these people at their homes in the textile industry is estimated at about 1,700,000*l.* yearly.

Silk weaving.

Silk weaving is carried on in the Reichenberg, Königinhof, and other districts.

Total trade
in textiles,
&c.

The exports and imports of Austria-Hungary were:—

IMPORTS.

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cotton goods	1,959	710,996	1,892	688,686
Flax, hemp, jute goods	660	79,194	665	78,571
Woollen goods	2,015	1,004,845	2,105	1,044,820
Silk goods	511	1,575,958	437	1,338,633

EXPORTS.

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cotton goods	3,972	652,810	3,871	631,193
Flax, hemp, jute goods	6,458	790,506	6,062	814,372
Woollen goods	4,798	1,768,258	4,492	1,676,485
Silk goods	689	644,386	665	638,593

The paper industry in Austria is important, and is chiefly **Paper industry.** carried on in Bohemia.

In the Riesengebirges, in the valley of the Upper Elbe, and in the Aupa districts there are no less than 17 paper mills and 18 cellulose factories, there are also minor establishments at Gablonz, Reichenberg, and Friedland.

In the southern portion of the country there are a large number of wood-pulp and cellulose factories and paper mills. Cigarette, parchment, and writing papers, also playing cards, &c., are manufactured. Papier-maché articles come principally from Richenau, near Gablonz.

In Böhmiscli Kannitz a paper mill has recently been built where steam is used for the first time in Austria as the heating means for the production of paper. The engine is of 1,200 horse-power, and also works the electrical plant.

There are 42 paper mills in the Empire, 29 of which are in Bohemia. In 1899 the export was 102,419 tons, worth 1,650,218*l.*, and in 1900, 126,486 tons, worth 1,955,947*l.* To Germany, 25,068 tons were exported; to Italy, 20,511 tons; and to the United Kingdom, 8,071 tons.

The glove industry in Austria-Hungary gives employment to about 40,000 people, the chief seat being in Prague, where 60 per cent. of the total is made. **Glove industry.**

In Prague there are 733 tanners, 572 dyers, 2,500 sewers, 6,500 glove makers and helpers.

There are 1,600,000 dozen pairs of gloves manufactured annually in the Dual Monarchy, worth 1,395,833*l.* In Prague (Bohemia), 1,000,000 dozens; in Erzgebirge (Bohemia), 300,000 dozens; in Vienna, 150,000 dozens; and other places, 150,000 dozens. The number of skins used was 6,500,000.

The bulk of the export trade is done with the United Kingdom and Germany. In consequence of a proposal made in the latter country to increase the import duties on gloves from 100 to 1,200 marks per 100 kilos., whereby Austria's export trade with that country would be lost, an appeal has been made to the Minister of Commerce by the industry.

The export in 1900 was 733 tons, worth 1,060,566*l.* To Germany, 348 tons were sent; to the United Kingdom, 317 tons.

Glass industry.

Bohemia has been celebrated for the manufacture of glass for hundreds of years and to-day exports her wares to all parts of the globe.

In Gablonz the manufacture of imitation jewellery, buttons, beads, ornaments, decorated glass, &c., is largely carried on, there being employed in this branch alone some 30,000 persons; the value is about 40,000,000 kr. (1,666,666*l.*).

About 180 export firms are engaged in this trade.

Decorated and coloured glass is principally manufactured at Haida and Steinschönau, and from 6,000 to 7,000 people are employed.

In the neighbourhood of Pilsen window glass is manufactured, but the export of this article is of little importance.

In the Prague district a large amount of glass is manufactured for household use, also bottles, mineral water syphons, &c.

In the Eger district, near Elbogen, the firm of Siemens has established a factory for making patent wire glass.

This industry has its own establishments for the sale of its wares in London and some of the chief cities of Europe. The export to the United States of America has receded in consequence of the very high import duty exacted; this, in combination with a fall in the price of glass, has caused the manufacturers to form a "trust." The table and ornamental glass is very beautiful.

Wages.

The following table shows the wages received by the workers in this industry per week:—

Description.	Working at Home.		In the Factory.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Cutter	8	4	13	4
Blower	8	4	13	4
Painter	6	8	15	0
Grinder	10	0	15	0

Women can find employment as glass washers, packers, &c., and can earn from 5*s.* to 8*s.* 4*d.* per week.

The export in 1899 was 55,649 tons, worth 2,082,545*l.*; in 1900, 57,076 tons, worth 2,150,811*l.* To Germany, 13,514 tons were sent; to the United Kingdom, 11,348 tons; to Italy, 2,946 tons; to France, 2,846 tons; to Switzerland, 1,977 tons.

The porcelain industry.

The porcelain industry is carried on chiefly in the neighbourhood of Carlsbad where the bulk of the factories in Austria are to be found. The export was in 1899, 9,648 tons, worth 462,218*l.*; in 1900, 9,512 tons, worth 513,587*l.* The increase in value in 1900 was due to a larger export in the more expensive decorated styles. The largest importers are Germany, the United Kingdom, Italy, and Switzerland.

Mineral springs.

The north and north-west of Bohemia is rich in mineral springs. The most renowned and visited by people from all parts of the world are those of Carlsbad, Marienbad, Franzensbad, Teplitz, and Johannishad. Over 50,000 persons annually take the

“cure” at Carlsbad and about 20,000 at Marienbad. The mineral waters from the springs of Krondorf, Sauerbrun, Bilin, and Gieshübel are well known, from which are sold annually about 16,000,000 bottles; the value exported in the year 1900 was 11,635*l*.

The total imports and exports into Austria-Hungary, exclusive of precious metals and coins, was in :—

			1899.		1900.	
			Currency.	Sterling.	Currency.	Sterling.
			Kronen.	£	Kronen.	£
Imports	1,606,869,818	67,036,242	1,683,482,293	70,145,035
Exports	1,861,591,994	77,566,333	1,911,891,508	79,652,146

NOTE.—24 kronen = 1*l*.

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DIPLOMATIC AND CONSULAR REPORTS.

AUSTRIA-HUNGARY.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF FIUME.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2521.

*Presented to both Houses of Parliament by Command of His Majesty,
AUGUST, 1901.*

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No. 2694.

Annual Series.

Reference to previous Report, Annual Series No. 2521.

Report on the Trade and Commerce of Fiume for the Year 1900

By MR. CONSUL FABER.

(Received at Foreign Office, August 6, 1901.)

The official returns are not available before the month of July, ^{Introductory.} which accounts for the date of this report. An improvement in this respect is expected next year.

Exports show an increase of 80,000 tons, or 10 per cent. in weight, and 12,000 head of cattle, and an increase of 1,500,000*l.* (increase $27\frac{1}{2}$ per cent.) in value. The increase is due to sugar, flour, beans, lumber, horses, and various minor articles.

Imports show a decrease of 58,000 tons in weight, the value being nearly unaltered. The decrease is due to wine, rice, coal, jute, naphtha, &c.

For particulars of imports and exports, see Annex B.

Shipping shows an increase of 114,000 tons under the Austro- Shipping. Hungarian flag, and 30,000 tons under the Italian flag.

British shipping has increased 40,000 tons, which is due to the British shipment of horses for South Africa. shipping.

The shipping trade with British India is by degrees passing Bounties to into the hands of Austria-Hungary owing to bounties and the Austro- repayment of the Suez Canal dues to the Austrian Lloyd Hungarian shipping. steamers.

The return of the Canal dues is not limited to vessels of the Austrian Lloyd fleet only, but is extended to vessels under charter of that company.

British shipping is obviously under a great disadvantage.

The tonnage of British ships from the East Indies has decreased as follows:—

Year.					Number of Vessels.	Tonnage.
1898	..	..	..	..	20	40,559
1899	..	..	..	..	15	31,749
1900	..	..	..	..	13	26,454

62 per cent. being carried in British ships and 38 per cent. in Austro-Hungarian ships, the relative figures in 1899 being 64 and (87+)

	36 per cent. The exports to British India are carried entirely in Austrian vessels.
Ocean-going trade.	British shipping represents 20 per cent. of the ocean-going steam tonnage and 30 per cent. in the value of cargoes, whereas Austro-Hungarian shipping shares 77 per cent. of the tonnage and 64 per cent. in the value of cargoes.
Trade.	Comparing values of trade, the United Kingdom ranks first with 25 per cent.; Austria-Hungary, with 18½ per cent.; Italy, with 14½ per cent.; France, with 11½ per cent.; Turkey, with 6 per cent.; the United States, with 5½ per cent.
Foreign trade.	As regards the foreign trade, excluding the Austro-Hungarian coasting trade, the respective shares are:—The United Kingdom, 30 per cent.; Italy, 17½ per cent.; France, 13½ per cent.; Turkey, 7½ per cent.; the United States, 7 per cent.
Shipping trade.	And as regards the aggregate shipping trade (values of cargo), the respective shares are:—Austro-Hungarian flag, 65½ per cent.; British flag, 19 per cent.; Italian flag, 12 per cent.; other countries, 3½ per cent.
British shipping.	Particulars of shipping will be found in Annex A. The direct trade with the United Kingdom and colonies under the British flag comprised: cargoes entered, 593,000 <i>l.</i> ; cargoes cleared, 825,000 <i>l.</i> ; the respective figures in 1899 being 633,000 <i>l.</i> and 547,000 <i>l.</i> The British carrying trade comprised: cargoes entered 200,000 <i>l.</i> ; cargoes cleared, 416,000 <i>l.</i> ; the respective figures in 1899 being 100,000 <i>l.</i> and 339,000 <i>l.</i> Thus the British shipping trade has increased in value: of cargoes from 1,619,000 <i>l.</i> in 1899 to 2,034,000 <i>l.</i> in 1900, i.e. 25 per cent.
Austro-Hungarian shipping.	The Austro-Hungarian shipping trade has advanced from 5,967,000 <i>l.</i> in 1899 to 6,985,000 <i>l.</i> in 1900.
Italian shipping trade.	The Italian shipping trade has advanced from 1,042,000 <i>l.</i> in 1899 to 1,273,000 <i>l.</i> in 1900. The total British trade, amounting to 2,642,000 <i>l.</i> , was carried: 1,418,000 <i>l.</i> in British vessels, and 1,224,000 <i>l.</i> in foreign vessels, the percentage being British, 54 per cent.; Austro-Hungarian, 43 per cent.; other flags, 3 per cent.; the same proportion as in 1899.
British imports.	The principal articles of import and export appear in Annex B, showing the increase or decrease on the preceding year. Imports under the British flag, 793,000 <i>l.</i> ; imports from the United Kingdom and colonies, 300,000 <i>l.</i> ; imports from India, 610,000 <i>l.</i> (rice and jute).
British exports.	Exports under the British flag, 1,241,000 <i>l.</i> (increase 355,000 <i>l.</i>); exports to the United Kingdom and British colonies, 1,279,000 <i>l.</i> (increase 366,000 <i>l.</i>); exports to India, 453,000 <i>l.</i> (increase 217,000 <i>l.</i>).
Articles imported from British Empire.	Among the articles imported from the United Kingdom, the British colonies, and Indian Empire, the following are the most important:—

Articles.						Value.
						£
Rice (India)	..	..	..	..	..	383,000
Jute (India)	..	..	..	..	..	175,000
Indigo (India)	..	..	..	..	..	22,000
Cotton (India)	..	..	..	..	..	19,000
Spice (India)	..	..	..	..	..	7,500
Coal.	..	..	..	..	..	87,500
Pig-iron	..	..	..	..	..	38,000
Ships (three)	..	..	..	..	..	60,000
Cotton goods and yarn	..	..	..	..	..	57,500
Tobacco	..	..	..	..	..	11,000
Cocconut and other oils	..	..	..	..	..	9,000
Iron bars and sheets, and hardware	..	..	..	..	..	19,000
Machinery	..	..	..	..	..	14,000
Tin	..	..	..	..	..	13,000
Copper vitriol	..	..	..	..	..	4,400
Leather	..	..	..	..	..	3,500

The following are the principal articles of export to the United Kingdom and British Possessions :—

Articles
exported to
United
Kingdom.

Articles.						Value.
						£
Flour	..	..	..	..	..	560,500
Sugar	..	..	..	..	..	85,000
Oak extract..	..	..	..	..	..	95,500
Barley	..	..	..	..	..	40,000
Beans	..	..	..	..	..	12,000
Torpedoes	..	..	..	..	..	42,000
Lumber	..	..	..	..	..	66,000
Mineral water	..	..	..	..	..	15,000
Hemp	..	..	..	..	..	14,000
Starch	..	..	..	..	..	23,000
Glue..	..	..	..	..	..	20,000
Chemicals	..	..	..	..	..	9,000

EXPORTS to India.

Articles.						Value.
						£
Sugar	..	..	..	..	..	840,000
Lumber	..	..	..	..	..	6,000
Flour	..	..	..	..	..	2,500
Nails..	..	..	..	..	..	6,000
Hardware	..	..	..	..	..	6,500

EXPORTS to Gibraltar, Malta, and Cyprus.

Articles.						Value.
						£
Tobacco	..	..	..	..	..	6,000
Sugar	..	..	..	..	..	5,000
Lumber	..	..	..	..	..	5,000
Woollen goods	..	..	..	..	..	3,000
Bent-wood furniture	..	..	..	..	..	600

EXPORTS to Aden and Hong-Kong.

Articles.						Value.
						£
Sugar	..	..	..	..	..	15,000
Paper	..	..	..	..	..	1,800
Hardware	..	..	..	..	..	3,000

Lumber. Exports of soft lumber have risen to 243,000 tons, an increase of 10 per cent., and exports of oak lumber (including staves) have decreased 10,000 tons.

Oak staves. The number of oak staves exported from Fiume was 36,846,000, as against 39,660,000, a decrease in weight of 11,000 tons. 34,800,000 were exported to France, being a decrease of 2,000,000.

Sugar. Exports of sugar have risen to 126,000 tons, an increase of 30 per cent., comprising 113,000 tons raw sugar and 13,000 tons refined.

The exports went forward to the United States, the East Indies (38,500 tons), Japan, the United Kingdom (8,000 tons), and Italy.

Flour. Exports of flour have risen to 123,000 tons, of which 56,000 tons went to the United Kingdom.

Beans. Exports of beans, chiefly to the United States, France, and Spain, have risen to 32,000 tons, an increase of 13,000 tons.

Flour, sugar, and lumber represent three-fourths of the total exports from Fiume which aggregate 800,000 tons.

Imports. Imports of wine have fallen to 83,400 tons, a decrease of 26,000 tons. They are made up of 56,000 tons Italian (a decrease of 34,000 tons), valued at 525,000*l.* (decrease 195,000*l.*), and of 26,000 tons Dalmatian and Istrian (increase 8,000 tons), valued at 300,000*l.* (increase 100,000*l.*).

Wine. Since 1897 the importation of Italian wines has been on the decline.

The figures are :—

Year.						Quantity.
						Tons.
1897	..	..	..	..	..	98,000
1898	..	..	..	..	..	92,000
1899	..	..	..	..	..	89,000
1900	..	..	..	..	..	56,000

Italian wines are required for mixing (coupage) with the common Hungarian wines and increasing their strength, and although it is probable that the duty will be raised in the coming treaty with Italy, Italian wines will be a necessity in the future as in the past, yet the quantity required must depend upon the outcome of the Austro-Hungarian vintages, which are, however, trifling in quantity as compared with the Italian vintages.

Imports of British coal amount to 25,000 tons (decrease Coal. 8,000 tons).

10,000 tons of Turkish coal were imported, but the results have not proved satisfactory.

High prices have interfered with the rice trade. Imports have Rice. fallen to 55,000 tons (decrease 17,000 tons).

Jute imports have fallen to 11,500 tons (decrease 1,500 tons).

Imports comprised :—

Jute.
Articles for
tanning and
resin.

Articles.						Quantity.
						Tons.
Valonea	..	..	..	..	..	6,000
Sumac	..	..	..	..	..	300
Other extract	..	..	..	..	..	500
Resin	..	..	..	..	..	6,000
Asphalt	..	..	..	..	..	2,200

and 16,000 tons of extract of oak were exported.

The nationality of crews of British vessels was much the same Mercantile as in 1899. Three-fourths were British. Out of 4,781, 1,227 Jack. were foreigners, consisting of :—

Nationality.						Number.
German	..	..	..	..	..	121
Swedish	..	..	..	..	..	207
Italian	..	..	..	..	..	207
Other nationalities..	..	..	..	..	..	345
Lascars	..	..	..	..	..	347
Total	..	..	..	..	..	1,227

The census for the last three years was as follows :—

Census.

POPULATION of Fiume.

Year.						Number.	Increase.
1880	..	..	..	..	..	22,416	..
1890	..	..	..	..	..	30,838	8,422
1900	..	..	..	..	..	38,726*	7,888

* This includes hotel visitors and ships' crews, but not the garrison.

The increase of the population was $37\frac{1}{2}$ per cent. during the first decade, and $25\frac{1}{2}$ per cent. during the second decade.

HOUSES at Fiume.

Year.	Number.	Increase.
1850	1,599	..
1890	2,142	543
1900	2,928	786

The increase being 34 per cent. during the first decade and $36\frac{1}{2}$ per cent. during the second decade. These returns include 615 buildings, such as warehouses, railway buildings, churches, schools, theatres, stables and carriage sheds.

Annex A.—RETURN of all Shipping at the Port of Fiume during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.		Value of Cargoes.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British .. .. .	...	...	160	253,977	160	253,977	£ 793,000
Austro-Hungarian	1,189	35,870	4,157	972,954	8,524	1,220,287	2,304,000
Austro-Hungarian, coasting, passengers, and local traffic...	...	...	4,178	211,463			
Italian	737	39,601	236	112,916	973	152,517	572,000
German .. .. .	...	...	26	25,852	26	25,852	113,000
Various	43	13,248	13	15,280	56	28,528	
Total	1,969	88,719	8,770	1,592,442	10,739	1,681,161	3,782,000

CLEARED.

Nationality.	Sailing.		Steam.		Total.		Value of Cargoes.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British	1	625	157	250,306	158	250,931	£ 1,241,000
Austro-Hungarian	1,190	38,267	4,152	975,019	8,521	1,224,744	4,681,000
Austro-Hungarian, coasting, passengers, and local traffic...	...	...	4,179	211,458			
Italian	740	41,180	236	114,812	976	155,992	701,000
German .. .. .	...	...	26	25,958	26	25,958	252,000
Various	39	11,896	14	14,813	53	26,709	
Total	1,970	91,968	8,764	1,592,366	10,734	1,684,334	6,875,000

Annex B.—RETURN of Principal Articles of Import to the Port of Fiume during the Year 1900.

Articles.	Quantity.	Increase.	Decrease.
	Metric tons.	Metric tons.	Metric tons.
Coffee	1,860	180	..
Fruit	15,600	600	..
Phosphates	9,000	2,600	..
Valones.. .. .	6,000	1,500	..
Asphalt.. .. .	9,700	2,000	..
Pig-iron.. .. .	14,000	8,000	..
Iron sheeting	1,100	400	..
Nitrates.. .. .	4,900	200	..
Sulphur.. .. .	4,400	1,400	..
Wine	83,400	..	26,000
Rice	55,000	..	17,000
Coal	53,000	..	11,000
Jute	10,500	..	1,500
Maize	7,000	..	2,000
Naphtha	4,700	..	5,000
Iron ore.. .. .	4,400	..	500
Tobacco.. .. .	3,700	..	500
Manganese	2,000	..	300
Cotton goods and yarn	1,600	..	1,400
Hemp	600	..	3,100
Salt	8,400	..	..
Oils	3,600	..	..

RETURN of Principal Articles of Export from the Port of Fiume during the Year 1900.

Articles.	Quantity.	Increase.	Decrease.
	Metric tons.	Metric tons.	Metric tons.
Sugar	126,000	36,000	..
Flour	123,000	23,000	..
Beans	32,000	13,000	..
Oak staves	79,000	..	11,000
„ square	25,000	1,000	..
Various lumber	243,000	23,000	..
Horses (number)	12,045	12,045	..
Oak extract	16,000	..	..
Articles for tanning	3,000	1,800	..
Mineral waters.. .. .	4,800	1,100	..
Rice, shelled	4,700	900	..
Paper and cellulose	3,600	900	..
Pig-iron.. .. .	3,500	2,900	..
Ordinary iron	2,400	1,400	..
Hardware	4,900	800	..
Spirits	2,900	200	..
Petroleum	2,000	200	..
Asphalt.. .. .	1,000	1,000	..
Bent-wood furniture	800	100	..
Glassware	650	50	..
Wheat	11,000	5,000	..
Barley	20,000	..	8,000
Maize	19,000	..	6,000
Oats	6,000	..	8,000
Tobacco.. .. .	3,000	..	200
Dried prunes	2,400	..	2,100
Hay	1,900	1,900	..

Annex C.—TABLE showing Total Value of Exports and Imports at the Port of Fiume during the Years 1900–1899.

Country.	Exports.		Imports.	
	1900.	1899.	1900.	1899.
	£	£	£	£
United Kingdom ..	1,782,000	1,149,000	910,000	1,031,600
Austria-Hungary ..	1,143,000	1,017,000	833,000	627,500
Italy	690,000	684,000	829,000	1,002,200
France	1,104,000	991,000	96,000	100,000
United States ..	415,000	212,000	194,000	208,000
Turkey	192,000	234,000	458,000	316,600
Brazil	105,000	94,000	63,000	50,500
Russia	8,000	22,000	41,000	54,700
Netherlands ..	288,000	306,000	39,000	63,500
Belgium	230,000	174,000	..	..
Spain	151,000	76,000	..	..
Egypt	250,000	182,000	64,000	16,500
Greece	23,000	28,000	14,000	20,000
Japan	257,000	145,000	22,000	44,000
Roumania .. ..	..	..	12,000	48,300
Chile .. ..	..	..	25,000	37,600
Portugal	135,000	..	..	..
Tunis	117,000	..	..	..
Germany	25,000	..	61,000	..
Philippines ..	..	..	104,000	..
Other countries ..	15,000	63,000	17,000	26,000
Total	6,875,000	5,376,000	3,782,000	3,647,000

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BELGIUM.

REPORT FOR THE YEAR 1899

ON THE

TRADE OF BELGIUM AND THE PORT OF
ANTWERP.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2227.

*Presented to both Houses of Parliament by Command of Her Majesty,
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NOTE.—The returns of imports and exports in this report refer only to Belgian goods exported, and to imports for home consumption. Goods in transit are not included.

No. 2543.

Annual Series.

Reference to previous Report, Annual Series No. 2227.

*Report on the Trade of Belgium and the Port of Antwerp for the
Year 1899*

By SIR G. DE COURCY PERRY.

(Received at Foreign Office, December 13, 1900.)

The commercial and industrial activity of Belgium during the year 1899 continued to show marked progress. The value of the imports for home consumption during the year in question amounted to 90,409,720*l.*, as compared with 81,780,000*l.* in 1898, or an increase of 8,629,720*l.* Commerce of Belgium.

The exports of Belgian, or nationalised goods, during the past year reached the value of 77,972,000*l.*, while the figures under this head for 1898 were 71,480,280*l.*, or 6,491,720*l.* less than during the later period. It will thus be seen that the satisfactory increase of 10·5 per cent. on the imports, and of 9 per cent. on the exports, as compared with the totals for 1898, was shown by the statistics of Belgian trade for the year 1899.

The imports into Belgium from the United Kingdom during 1899 amounted to 12,480,000*l.*, while the exports to the United Kingdom for last year reached 14,428,000*l.* It will be observed that the balance of trade was therefore in favour of Belgium, the exports exceeding the imports by nearly 16 per cent. In comparison with 1898, however, the imports from Great Britain for 1899 show an increase of 10 per cent., while Belgian exports to the United Kingdom last year, as compared with the returns for the previous 12 months, increased by 18 per cent. Imports from and exports to the United Kingdom.

The tables which follow show the values of some of the more important articles of import for home consumption in Belgium, and exports from this country during 1899. Principal imports and exports.

RETURN of Principal Articles of Import during the Year 1899.

Articles.					Value.
					£
Grain and grain products	..	..	..	..	13,521,545
Raw textile products..	..	..	..	..	11,527,560
Resinous and bituminous products..	..	..	..	..	3,855,200
Mineral products, raw	..	..	..	..	3,545,600
Timber..	..	..	..	..	3,366,880
Chemical products	..	..	..	..	2,857,760
Hides and skins	..	..	..	..	2,800,400
Oil seeds	..	..	..	..	2,501,500
Coal and briquettes	..	..	..	..	2,113,560
Unmanufactured indiarubber	..	..	..	..	1,645,480
Drugs	..	..	..	..	1,637,720
Coffee	..	..	..	..	1,574,520
Machinery	..	..	..	..	1,391,800
Colours and dyes	..	..	..	..	1,371,120
Cotton tissues..	..	..	..	..	1,272,220
Pig-iron	..	..	..	..	1,115,120
Wines	..	..	..	..	1,110,900
Flax thread	..	..	..	..	1,074,000
Iron, minerals, and scrap	..	..	..	..	1,050,000
Cattle, sheep, and pigs	..	..	..	..	1,038,600
Woollen tissues	..	..	..	..	887,540
					61,259,025
Other products	..	..	..	..	29,150,695
Total					90,409,720

RETURN of Principal Articles of Export during the Year 1899.

Articles.					Value.
					£
Raw textile products..	..	..	..	..	6,584,000
Grain ..	..	..	..	..	3,528,520
Glass and glassware ..	..	..	..	..	3,513,160
Coal ..	..	..	..	..	3,381,000
Flax threads and other vegetable threads ..	..	..	..	..	3,183,300
Raw mineral products ..	..	..	..	..	2,680,800
Railway and tramway carriages ..	..	..	..	..	2,393,000
Manufactures of iron ..	..	..	..	..	2,351,000
Hides ..	..	..	..	..	2,106,600
Unmanufactured zinc, ingots ..	..	..	..	..	2,106,000
Woollen thread ..	..	..	..	..	2,002,500
Machinery and tools ..	..	..	..	..	1,906,800
Chemical products ..	..	..	..	..	1,856,000
					£
Sugar, raw ..	..	..	..	1,808,440	
„ refined..	..	..	..	708,760	
					2,512,200
Manure ..	..	..	..	..	1,453,900
Indiarubber ..	..	..	..	..	1,346,000
Resinous and bituminous products ..	..	..	..	..	1,320,000
Dyes and colours ..	..	..	..	..	1,235,300
					£
Manufactured steel ..	..	..	..	1,230,000	
Steel, sheet, bar and wire ..	..	..	..	962,000	
					2,192,000
Cotton tissues ..	..	..	..	..	1,017,500
Coke ..	..	..	..	..	1,008,700
Drugs ..	..	..	..	..	982,000
					50,660,280
Other articles ..	..	..	..	..	27,311,720
Total ..					77,972,000

It is urged that the progress above referred to, however satisfactory, might have been more marked had not the trade and commerce of the country been impeded by the lack of accommodation at the port of Antwerp, and the disorganisation of the Belgian railways. The congestion which resulted from this state of things was particularly noticeable during the later months of 1899, and complaints were general regarding the obstacles to the national prosperity which were thus created.

As regards the accommodation of the port of Antwerp, to which reference was made in the Commercial Report for 1898, a partial solution of the difficulty has been arrived at by the construction of an additional 2,000 metres of river quay adjoining the Quai de la Station. A portion of the new extension has been completed and is available for traffic.

On the north and south sides of the Bassin Mexico, spacious sheds for storing timber have been constructed, and the north quay of this dock, which is principally used for the discharge of wood cargoes, has been altered to admit of its use for berthing general cargo boats when necessary. Alterations have also been

made in the Bassin de la Campine, and in the Grand Bassin, to admit of the berthing of more vessels in these docks.

It is considered that this additional berthing space will prove of advantage in relieving the congestion at the port so often experienced of late, but it is feared the extra accommodation will be insufficient to meet the exigencies of the constantly increasing trade of Antwerp.

Two powerful tug boats, specially constructed to serve as ice-breakers, and another large steam dredger have been provided for the use of the port authorities.

Temporary
block on
railways.

The congestion on the Belgian railways, of which complaints were made by commercial firms having business relations with Antwerp, and by local merchants, was particularly serious during the latter part of the year. The block is alleged to have been due to the condemnation of a large quantity of rolling-stock before provision had been made to replace it, the inadequate number of sidings and goods-yards, and the want of space for skunting railway trucks. The block lasted for some months, and resulted in the disorganisation of the goods service generally, and, consequently, great delay in the delivery of merchandise for export.

Shipping.

The returns of shipping for the port of Antwerp during 1899 exhibit an increase in comparison with those for the year 1898. The total number of vessels which arrived at the port was 5,420, representing 6,842,163 tons; while in 1898 the number was 5,321, and the total tonnage, 6,415,501 tons.

Of the arrivals in 1899, 3,009 ships, of an aggregate tonnage of 3,682,243 tons, were British.

The following table gives particulars of the ships of all nationalities which entered the port of Antwerp during the past year :—

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Argentine ...	1	2,689	...	...	1	2,689
Austro-Hungarian ...	25	43,568	...	...	25	43,568
Belgian ...	358	484,799	...	...	358	484,799
British ...	2,660	3,501,623	249	180,615	3,009	3,682,243
Danish ...	162	149,298	26	8,904	178	167,902
Dutch ...	163	178,897	4	3,654	167	182,551
French ...	120	111,980	9	7,611	129	119,591
German ...	867	1,415,172	25	32,146	892	1,447,318
Greek ...	22	40,067	...	...	22	40,067
Italian ...	19	33,717	9	5,613	28	39,330
Japanese ...	40	163,065	...	...	40	163,065
Norwegian ...	205	151,147	44	28,876	249	180,023
Portuguese ...	12	28,039	2	463	14	28,502
Russian ...	57	56,973	9	8,773	66	65,746
Spanish ...	56	73,122	1	361	59	73,483
Swedish ...	178	127,136	4	1,325	182	128,461
United States ...	...	...	1	2,845	1	2,845
Total ...	4,937	6,561,277	493	280,886	5,420	6,842,163

The number of seagoing vessels flying the Belgian flag on December 31, 1899, was 72, of which 70 were steamers and two sailing vessels. The total tonnage of these ships was 113,356

tons. These figures, in comparison with those for 1898, show an increase in Belgian owned vessels of 10 steamers, one sailing ship, and 20,485 tons.

The total number of seamen engaged at the Consulate-General for service on board British vessels during the year under consideration was 15,718, while 16,159 men were discharged, or a total of 31,877 seamen dealt with.

Discharge and engagement of seamen.

The following table gives details of the proportion of foreigners included in the above figures, which as usual was very large:—

SEAMEN Shipped and Discharged during the Year 1899.

	Seamen Shipped.			Seamen Discharged.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
Mates, engineers, stewards, cooks, and petty officers ...	3,107	2,118	5,225	3,477	1,978	5,455
Sailors	780	4,964	5,744	1,713	4,333	6,046
Firemen	306	4,443	4,749	900	3,863	4,763
Total	4,193	11,525	15,718	6,090	10,069	16,159

The aggregate wages paid to seamen discharged at the shipping offices of the Consulate-General during 1899 amounted to 135,229*l.*; of this sum 25,174*l.* 9*s.* 9*d.* was sent to the United Kingdom under the transmission system, and 7,916*l.* 13*s.* 10*d.* by seamen's money orders.

Wages paid to seamen.

As regards the system of transmission of wages, the results of the working of the scheme at Antwerp during the past year have proved most satisfactory. The system was introduced at Antwerp in April, 1897, and from this date till the end of 1897, 1,162 seamen availed themselves of its advantages. The number of men who did so in 1898 was 2,174, and in 1899, 2,115, the total wages sent home being as follows:—

System of transmission of wages.

Year.		Amount.		
		£	s.	d.
1897 (April 27 to December)	.. ..	10,199	13	6
1898 .. ..	.. ..	21,781	15	4
1899 .. ..	.. ..	25,174	9	9

It should be remarked that the opposition of seamen's lodging-house keepers and tradesmen at the docks to the transmission of wages system, to which attention has so frequently been drawn, has in no way abated.

The general result of the ocean carrying trade, although satisfactory as regards freights, was not so favourable as was expected. The failures of the crops in India, Roumania, and Russia affected the traffic from those countries towards northern European ports, and this was only compensated for by the abundance of the

Freights.

harvests in the Argentine Republic, and the United States. The price of shipbuilding material having risen from 15 to 20 per cent., and working expenses, *i.e.*, crews' wages, cost of handling cargo and of coals, having considerably increased, a general rise in freights was the result.

Homeward freights from India and the extreme east did not show great fluctuations, but while the higher rates during the year were below those which ruled during 1898, the lower rates for 1899 were above those for the previous year.

Population.

The population of the Kingdom of Belgium at the end of 1897 was 6,586,593, and at the close of the year 1899, 6,736,593, showing an average increase of 75,000 per annum.

The birth-rate as compared with the population is decreasing. Thus, the proportion, per 1,000 inhabitants, which from 1877 to 1886 was 31·21, fell during the period from 1887 to 1896 to 29·25, and in 1898 further decreased to 28·62.

The death rate for the country in 1866 was 23·59 per 1,000 of the population, 20·92 in 1896, and only 17·61 in 1898.

The population of the city of Antwerp on December 31, 1899, was 293,111, of which 6,592 represent the floating population. At the end of 1898 the returns showed that there were 287,462 residents in the city. The increase for last year is, therefore, 5,649. These figures relate only to the city of Antwerp. The populous suburbs of Berchem and Borgerhout, which are both *intra muros*, together contain some 110,000 inhabitants.

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BELGIUM.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF GHENT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2540.

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MAY, 1901.

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Report on the Trade and Commerce of Ghent for the Year 1900

By MR. VICE-CONSUL HALLETT.

(Received at Foreign Office, April 20, 1901.)

The year 1900 is the best for the shipping interests of Ghent Shipping. that the port returns can yet show, as 1,116 vessels entered during that period, of aggregate tonnage 694,693 tons, whilst the highest returns hitherto on the list give for the year 1891, 1,015 ships, of aggregate tonnage 493,798 tons, or 101 ships and 200,895 tons less than for the term now to be recorded.

Of the 1,116 vessels which entered, there were 739, of total tonnage 426,742 tons, under the British flag, as shown in the following table:—

RETURN of all Shipping at the Port of Ghent during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	72	13,637	667	413,105	739	426,742
Norwegian	56	17,007	74	50,590	130	67,597
Danish	3	430	83	85,959	86	86,389
German .. ..	..	..	86	66,185	86	66,185
Russian	4	2,054	17	14,644	21	16,698
Swedish .. ..	..	..	21	12,972	21	12,972
Dutch .. ..	..	..	15	9,723	15	9,723
Belgian .. ..	..	..	9	5,266	9	5,266
French	6	386	1	203	7	589
Austro-Hungarian ..	..	..	2	2,527	2	2,527
Total	141	33,514	975	661,179	1,116	694,693

The above table takes no account of 18 small vessels which came simply to enter dry docks.

(764)

A 2

Lock and canal approaches.

The need of better lock and canal approaches to Ghent has been forced urgently upon the attention of the Town Council and of the Belgian Government. Labour contracts are being arranged at Middelbourg for a larger lock at the entrance of the Terneuzen-Ghent Canal, at an estimated cost of 168,651*l.*, to be completed by December, 1903—

				Dimensions.	
				Ft.	in.
Length for passage of ships	..	..		459	3
Breadth	"	"	..	51	8
Depth	"	"	..	24	11

Depth of waterway.

This, with the enlarged and deepened canal way, and the straightening of the bends in the course now in operation, will place Ghent, it is considered, in a position to receive most of the merchant ships afloat by the spring of 1905, and increased quay and dock room is to be provided accordingly.

The depth of the waterway to Ghent and at the new docks will be 26 feet 4 inches, and the passage at canal bridges 68 feet 10 inches in breadth. All works are to be carried out without hindrance to navigation.

Dock, quay, and shed room.

The necessity for more dock, quay, and shed room here has been keenly felt this last autumn, when shipments of beetroot sugar and potatoes to the United Kingdom, and coals therefrom, have been very active, which, added to the regular flow of general traffic, and the large arrivals of timber, have filled every spare corner of space; vessels also have had, on several occasions, to wait their turns for quay berth. The appearance then in December last of the Belgian Government decree approving the Ghent Town Council's resolutions, and authorising the Board to take the necessary steps, gave general satisfaction. Efforts are now being made to get the port and navigation charges considerably reduced.

Present length, breadth, depth.

At the present time all vessels up to 295 feet in length, 38 feet beam, and 17½ feet draught can enter the lock at Terneuzen and come up to Ghent throughout the year. But at neap tides a little lightening at the lock is sometimes advisable to avoid delay.

Dry docks

The dimensions of the dry docks are as follows:—

				Length.	Breadth at Entrance.	Height of Blocks.	Height of Water above Sill.
				Ft.	in.	Ft.	in.
Large	..	..	..	426	0	42	7
Small	..	..	..	248	0	36	1

During the year 1900 a total of 4,480 river and canal craft, of aggregate tonnage 650,182 tons, entered Ghent docks in direct relation to the general shipping, either carrying cargo for export or destined to load imports. The total for 1899 was 4,355 river and canal craft, of aggregate tonnage 604,624. This mode of transit is employed for rougher goods in particular, where speed is not so much an object as cheap transport, and the convenience of mooring the barges against merchants' own warehouses in the industrial districts, and alongside the sea ships in dock. Inland freights are low, and may be fairly estimated at one-third of the cost of railway carriage, and the loading and discharging expenses are less than when sent by rail.

TABLE showing Countries whence Vessels came during the Year 1900.

ENTERED.

Country.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United Kingdom	53	5,320	652	397,457	705	402,777
Russia	12	3,803	163	154,100	174	157,903
Norway and Sweden ..	46	13,008	70	45,819	116	58,827
Holland	9	731	24	10,786	33	11,517
Germany	1	146	20	12,005	21	12,151
France	8	691	10	4,641	18	5,332
North America ..	1	1,027	14	19,178	15	20,205
Belgium	1	196	13	6,555	14	6,750
South America ..	6	6,386	..	..	6	6,386
Portugal .. ..	..	..	6	6,005	6	6,005
Africa	4	2,207	..	..	4	2,207
Spain .. ..	..	..	3	3,257	3	3,257
Austria-Hungary	..	..	1	1,376	1	1,376
Total ..	141	33,514	975	661,179	1,116	694,693

GHENT.

TABLE showing Countries whither bound during the Year 1900.
CLEARED.

Country.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United Kingdom	78	15,585	877	587,175	955	602,760
Belgium	1	1,169	56	43,006	57	44,175
Norway and Sweden	49	14,221	2	815	51	15,036
Germany.. ..	..	..	21	12,915	21	12,915
Russia	5	1,411	5	5,617	10	7,028
Holland	2	329	4	3,635	6	3,964
France	4	297	1	1,343	5	1,640
North America ..	1	400	3	3,587	4	3,987
Denmark.. ..	1	248	1	389	2	637
Algeria	1	195	..	..	1	195
Total	142	33,855	970	658,482	1,112	692,337

Imports and
exports.

The statistics for 1900 show an increase both of imports and exports at the docks compared with 1899 and preceding years. During 1900 the total imports amounted to 772,690 tons, or 133,336 tons more than in 1899, and exports to 440,699 tons, or 60,317 tons above 1899.

TABLE showing the Principal Imports at the Ghent Docks for the Year 1900 compared with 1899.

Articles.		Quantity.	
		1900.	1899.
Timber	Tons	283,981	214,096
Coals	"	269,302	175,721
Flax	"	25,606	33,402
Chemicals	"	29,531	44,389
Pyrites	"	19,360	27,633
Cotton	"	9,198	14,805
Jute	"	11,565	8,911
Machinery	"	14,435	13,901
Wool	"	5,509	8,080
Pig-iron	"	7,995	8,991
British spun yarns, of cotton, flax, tow, and wool	"	4,137	5,185
Rock salt	"	5,153	8,332
Refined salt	"	3,154	4,318
Iron and steel bars and wire	"	11,051	7,535
Linseed	"	10,542	6,276
Grain	"	6,285	3,201
Guano	"	4,209	1,698
China clay	"	7,623	5,817
Oilcake	"	3,169	7,552
Petroleum	"	8,586	8,359
Hides	"	2,278	1,165
Hemp	"	2,196	1,330
Paper waste	"	1,906	1,573
Manufactured piece-goods of cotton, flax, wool, &c.	"	1,714	1,994
Fire-proof bricks, earth and crucibles	"	408	662
Cotton waste .. .. .	" .. .. .	..	1,202
Oranges and lemons	"	1,854	1,528
Tow	"	3,432	4,209
Horses	Number	4,933	5,174

In the above table will be remarked a falling-off of Russian flax, raw cotton, and wool, British spun yarns, chemicals, rock and refined salt, oil-cake, pyrites and pig-iron, as compared with 1899. While the decline in imports of most of these articles is probably due to the ordinary fluctuation of markets, the difference of 1,000 tons of British spun yarns is worthy of note from the fact that the year 1899 showed in its turn a decrease of 3,000 tons when compared with 1898, the total for which year, as also for 1897, was over 8,000 tons. It is cotton and jute yarns which are concerned, and with regard to the cotton the explanation is given that several mills have been erected here to spin those numbers which have formerly been imported.

The deficit in chemicals for 1900 turns chiefly on phosphate rock from North America and nitrate from Chile, but in both of these articles the importation for 1901 is likely to be the best on record.

Machinery and manufactured piece-goods from the United

Decline in certain imports.

Chemicals.

Machinery and piece-goods.

Kingdom maintain their ground from year to year, offering no variation in quantity worthy of comment.

Timber.

Timber imports, which declined a little in 1899, picked up again last year with 283,981 tons, carried for the most part by vessels belonging to foreign owners, principally Norwegian. This is one of the most active branches of Ghent commerce, and the number of large trading houses and saw-mills on the spot is a guarantee for the future. It would be gratifying, however, to see British ship-owners getting their share of the carriage.

Coal.

Coal shipments from the United Kingdom have been particularly brisk during 1900, and this activity is still being maintained, as steamers arrive every day or two with full cargoes, taking back potatoes or ground phosphates for ballast, to load again for Ghent. Owing to the high price of Belgian coal, British merchants, in addition to their ordinary trade with Belgium, have secured Government contracts either directly or through Belgian firms. And so long as France can take a third of Belgium's total out-put, as at present, prices are likely to remain high, and large imports of British coal to continue. This is the opinion of the largest importer here, who affirms also that the competition of coal from Germany has subsided in consequence of the industrial development there tending to keep prices high by reason of the increase in their own requirements.

Live horses.

The 4,933 horses imported during the past year are classed as follows:—

	Number.
Sound animals of good value	1,118
Old animals of small value	512
Worn-out animals for slaughter	3,303

These came from London, 4,415; Hull, 272; Goole, 50; the Baltic, 196; and on six of them a trace of glanders was discovered which necessitated their immediate slaughter. Of the 512 old animals of small value, which were subjected to the usual inoculation test for such, 11 were found tainted, and were disposed of. Of the 3,303 worn-out horses for slaughter, 56 were destroyed as unfit for food.

Transport
arrange-
ments.

Whatever may have been said in the past, and with reason, on the subject of imperfect arrangements on board for the transport of these animals to Ghent, it can now be safely affirmed that these charges cannot be maintained against the regular British steamer lines at present engaged in the business. And the vessels from London, at which port almost all are shipped, may be mentioned with confidence as models of humane and adequate organisation.

Men's black
silk hats.

There is a large trade done in Ghent, and in other towns, in men's black silk hats, which trade concerns neither imports nor

exports to any appreciable extent, for the hats are chiefly made in Brussels and disposed of in Belgium. Attention is, however, called to this trade from the fact that the British mark and style alone are popular, although few of British manufacture are imported to Ghent, on account of their greater cost and the high freight charged on such bulky cargo. Yet the public believe they are buying British hats, and are satisfied accordingly, when they really only obtain those of Belgian make, passed off with fictitious English names and English words, stamped at the factory, on the lining inside. No suggestions are here offered in this regard, and the fact is simply alluded to for the information, and perhaps profit, of British firms in the trade.

TABLE showing the Principal Exports at the Ghent Docks for the Year 1900 compared with 1899.

Articles.	Quantity.	
	1900.	1899.
	Tons.	Tons.
Scoriæ	77,059	87,691
Phosphates	32,762	36,066
Macadam	26,963	37,313
Cement	32,870	26,067
Coals	6,020	12,415
Raw flax and tow	12,180	12,267
Flax waste	2,913	5,262
Manufactured yarns of hemp, cotton, wool, jute, flax, and tow	10,719	11,808
Manufactured piece-goods of cotton, wool, flax, jute, &c... .. .	4,414	3,455
Rags and paperstock	10,716	10,609
Iron girders	10,246	5,873
„ nails	3,963	3,518
Colza oil	2,316	5,444
Window glass	3,305	5,710
Barytes	3,633	4,518
Sand	1,405	2,024
Paper and strawboards.. .. .	1,859	1,825
Lucifer matches	2,220	1,588
Sulphate of soda	3,729	1,699
Marble and polished stones	1,349	989
White lead	1,060	873
Beet sugar	49,388	40,578
Potatoes	91,164	28,927
Onions	7,239	4,713
Apples	9,026	8,374
Small fresh fruit	9,166	4,049
Eggs	2,375	2,572
Chicory root	2,743	1,887
Live plants	915	833

While exports of scoriæ, phosphates, macadam, window-glass, Exports. and colza oil have declined as compared with those of 1899, cement, iron girders, manufactured piece-goods, chicory root, beet sugar, potatoes, onions, and fruit have increased. Yet the differences,

whether more or less, are hardly of sufficient importance to call for remark save in the case of potatoes, fruit, and beet-root sugar, although a word or two on flax exports may not be without interest.

Raw flax and tow.

It will be remarked how singularly near the total of raw flax and tow, exported to the United Kingdom (chiefly Belfast) in 1900, approaches that of 1899. But the quantity grown (and fibre produced) in 1900 was greater than in 1899, while the quality of both crops was equally good, and above the average of the four preceding years. Prices for the last two seasons have been, for the lower grades, about 50 per cent. above all quotations since 1894, the result chiefly of small and poor crops in Russia and Ireland. It is expected that the sowing for next season will be somewhat larger than usual, if weather favours.

Potatoes.

The great quantity of potatoes shipped to the United Kingdom in 1900 is explained by the poor crops there, when those in Belgium were good both in quantity and quality. And while British farmers held fast to high prices for their small stock, Ghent shippers competed favourably by offering a better article at a lower figure, the Belgian potato being considered superior to both the Dutch and German.

Fruit.

The season of 1900 was good everywhere for fruit of all kinds, and consignments from Ghent were important and regular. For what was not required for immediate consumption was imported by British firms for preservation, thus enabling those in the trade to lay by large stocks of all kinds of jams to realise good profits later on.

Beetroot sugar.

The past year, showing a total of 49,338 tons, is the best on record for exports of beetroot sugar at the docks. The whole of it went to the United Kingdom and Holland, in the proportion of at least three-quarters to the United Kingdom, coming chiefly from the Hainaut and Flanders provinces. The quantity would have been greater had it not been necessary at times to stop the current to avoid a glut through lack of sufficient shed-room at Ghent, which caused large consignments to travel by other routes. A good deal of this sugar was the object of speculation, and it may be added that, since the month of February of the present year, well-nigh all sugar in these markets has been bought up and sent to the United Kingdom in anticipation of an import duty being probably imposed on later importations of this article. This will tend to lessen shipments next autumn.

Population.

The population of Ghent and suburbs is above 200,000, and the public health during last year was fairly good.

Industrial census.

According to the recent industrial census this city ranks first in Belgium as a manufacturing centre, and employs a total of 42,380 hands in the different branches of industry.

No. 2580 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

BRAZIL.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF PARÁ AND DISTRICT.

REFERENCE TO PREVIOUS REPORTS, Annual Series No. 2389 and
Miscellaneous Series No. 530.

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Miscellaneous Series No. 530.*

Report on the Trade of Pará and District for the Year 1900

By MR. ACTING-CONSUL TEMPLE.

(Received at Foreign Office, April 3, 1901.)

The year 1900 will probably be remembered as marking an epoch in the commercial history of the Amazon Valley. Although commercial crises have occurred in past years in this district, yet no crisis has yet been experienced so disastrous or so wide reaching in its effects, as that which developed with unexpected rapidity during the spring of that year. Commerce, 1900.
The crisis.

Considering the severity of the present crisis, the fact that many banks* have suspended payment, that many large commercial houses find themselves embarrassed, that credit is seriously impaired and business restricted amongst nearly all classes of traders, it would naturally be supposed that some disaster had struck a serious blow at existing industries, or that by some misfortune an important source or basis of commercial prosperity had been swept away; nothing less than some such calamity it would be thought could produce the alteration in the state of commerce which has occurred in the short space of 12 months. The situation is rendered the more remarkable by the fact that no such untoward event has happened, and although this consideration does not alleviate the regrettable state of affairs at present existing, yet it does brighten the outlook for the future. An examination of the returns annexed to this report will show that the production of rubber and other products has not fallen off, that the prices which these products command in foreign markets have not diminished, that in short no source of revenue has been seriously impaired. Importation it is true has decreased, but in view of the fact that the exportation is the same, this should be considered a gain. Its extent.
Exportation not diminished.

It is not easy, owing to the complicated machinery which governs commercial transactions to-day, to state with certainty the channels through which prosperity or disaster have come. Remote influences are often brought to bear, influences which it is often impossible to foresee, to gauge, or even to locate. Causes of the crisis.

* Banks that suspended payment were the following:—Banco do Pará; Banco Commercial do Pará; Banco de Norte do Brasil; Banco de Belem.

As regards the commerce of Pará and Amazonas the present state of affairs is attributed variously to over-trading, and to the extraordinary variations which have taken place in the exchange.

Over-trading.

It has been freely stated for some years past, at the time that Pará was at the zenith of its prosperity, that a considerable amount of over-trading was taking place, that credit was given in too free and optimistic a spirit, and the present disaster is considered by some to be entirely due to this reckless manner of doing business. There can be no doubt that it is to a certain extent true, that credit has been greatly abused and that many large firms have been for some time past doing business on a scale which the resources at their command did not justify; yet it is equally true that unless credits and long credits were given, no rubber or other produce would be obtained, as there is not sufficient capital distributed throughout the district to enable the work to be done. The means wherewith to carry on the industries must, in this country as in practically all new countries, be supplied from without and in advance. Moreover, the lack of rapid means of communication renders it imperative that in many cases very lengthened credits should be given. While it is impossible to deny the fact that more care and forethought should have been exercised in the granting of these credits, yet it is not possible, I think, to blame the majority of the traders for doing business on those lines which the natural conditions of the trade rendered unavoidable, and which have up to quite recently yielded good results. Nor is it probable that for many years to come the conditions will be so altered as to enable business to be done without long credits.

Over-importation.

As regards another charge which has also been laid at the door of the trading community, that of over-importation, it is again not possible to deny that many cases have occurred where traders have imported to an extent which their means did not justify. At the same time it is a doubtful point whether, taking the amount of the import trade into consideration, and viewing the imports as a whole, it can be justly said that any unwarrantably large importation has taken place. It is unfortunately impossible to state the exact value of the total imports into this district owing to lack of published statistics. However, the fact that the banks at Pará are able to purchase commercial bills (*i.e.* to purchase sterling) to a far greater extent than they are able to sell their own paper (*i.e.* to sell sterling), and that these banks are in the first place agents for the purchase of sterling drafts as cover for the corresponding branches at the Southern ports of Brazil, points to the conclusion that the proportionate excess of exports over imports is greater in this district than in the Southern States, and that the centres at Pará and Manáos are not over-importing. On the whole, therefore, I do not think that the present state of affairs can be set down to over-trading, although no doubt a great deal of injudicious and reckless trading has been carried on for many years, which has suddenly been brought to light in times of adversity, and has added to the confusion of which it was not the primary cause.

The first and chief cause of the commercial dead-lock which **Exchange.** has occurred must be attributed to the sudden rise which has taken place in the value of the currency.

The difficulties and complications created by a varying exchange are obvious. It is also plain that, according to the extent of the fluctuations that occur, or are liable to occur, these difficulties are increased. A point may even be reached when the fluctuations that are liable to occur in exchange very much exceed the fluctuations that are liable to occur in the produce market. Transactions carried on subject to these conditions can no longer be considered as business transactions, they come rather under the head of gambling. This point has been reached in Brazil. Exchange, which at the beginning of 1900 stood at 7*d.* rose steadily until it stood at 9½*d.* per milreis at the end of May. This was already sufficient to cause great anxiety at Pará. Worse was, however, to come. During June a further rapid rise took place, and during the first week of July exchange reached 14½*d.* During the month an equally rapid fall took place, and by the end of July 10½*d.* was reached. After that date and up to the end of the year exchange fluctuated between 11½*d.* and 9½*d.* As might be expected in a country where business is carried on very much by means of long credits, these fluctuations brought about an acute financial crisis.

Although it is a generally recognised fact that a fall in the value of the currency is a serious drawback to the trade of a country, it is not so generally admitted that a sudden rise in the value of the currency is an equal if not more serious menace to trade, especially in those countries which have an extensive foreign trade. In the case of a country in which commodities are extensively manufactured, and where a considerable amount of raw material is also produced, a rise in the value of the currency may be an unmixed good, especially if the Government have to meet large obligations abroad. In the case of a country like Brazil, however, where a large amount of produce is exported to foreign markets, the value of this produce being fixed by the gold prices ruling in those markets, and which in return import commodities largely, as serious a dislocation of trade occurs when exchange is rising as when falling.

By studying the influence of exchange variations on the Classes of
businesses of various classes of traders the effect may be more
readily analysed. As regards this district, for instance, the
commercial community may be divided into the following dis-
tinctive groups: the importers of commodities from abroad, the
distributors of these commodities to the producers, the producers
of the various products exported, the financial houses (banks), and
the exporters of produce. Supposing a sudden rise in exchange to
take place. The value of the currency is enhanced perhaps 30 per
cent. The currency value of produce at Pará being based on the
sterling prices ruling in foreign markets immediately falls 30 per cent

The importer who does not handle produce would appear to be at a great advantage; he has bought abroad on credit for gold

values, and he has sold for currency; he should be able to meet his obligations and secure of 30 per cent. profit over and above his calculations. But he has sold to the distributor on credit, and probably longer credit than that which he himself received. His capability to pay depends, therefore, on the capability of the distributor to pay him. The distributor, who in this case is also the receiver of the produce, has supplied commodities to the producer, also on credit, when exchange was low counting on receiving a correspondingly high price for the produce when it came in. Exchange has, however, in the meantime risen, and he now receives 30 per cent. less than he expected for the produce from the exporter, who bases his price on the sterling value obtainable abroad. The distributor finds himself, therefore, in difficulties; he cannot meet his obligations, and so the importer is unable to take advantage of the favourable opportunity, he cannot collect his money, and cannot remit to meet his obligations abroad. The producer, who in this case is not so much a labourer as a small tenant (renting two or three rubber paths) is in no better plight. He has bought on credit from the distributor when exchange was low and the price of commodities was high. He sells his produce to the receiver when exchange is high and the price correspondingly low. He is, therefore, discouraged, although having his produce as an actual asset he generally manages to pull through. The financial houses who deal with discounts, loans, and mortgages share of course in the general distress.

[The English and foreign banks have, for reasons which will be explained later on, escaped the general confusion.]

The exporter, inasmuch as he does practically a sterling business, that is to say, that although he buys for currency, he immediately sells sterling bills to cover the amounts he pays out, is able to render himself free from the risk of exchange. Even he, however, is at a disadvantage, as whilst exchange is rising, and the currency value of produce falling, he is liable to purchase at too high a price. The professional classes, who depend on fees, are not benefited, as the prices of commodities do not fall, as might be expected, as exchange rises. The importers cannot afford to sell cheaper on account of the restriction that occurs in trade generally. The salaried classes are no better off for the same reason. Foreigners earning gold salaries are very much prejudiced as prices remain steady, whilst the currency value of their salaries is diminished. Tradesmen and shopkeepers suffer on account of the diminished purchasing power of the community.

The Government, of course, benefits. The enhanced value of the currency enables their sterling obligations abroad to be more easily met. A reduction in taxation would appear to be the logical outcome of this. The general difficulties created, however, by the rise of exchange, which hamper commerce and enterprise, and thus diminish the purchasing power of the nation, may render this course impossible without a serious loss of revenue. This has been the case in Brazil, where there does not seem to be any tendency to relax taxation.

It will be seen from the above that a rise in the value of the currency may, so far from benefiting the trade of a country, very seriously embarrass its commerce.

In this connection it may not be out of place to study the effect of a sudden fall in exchange.

The currency value of produce, regulated as before by the sterling value in foreign markets, at once rises. The importer will now find himself in difficulties to meet his obligations abroad. As, however, the distributor and receiver obtains a good price for his produce, and he bought commodities when exchange was high and prices correspondingly low, he is able to pay his obligations to the exporter, and so the latter, although he may make a slight loss on exchange, is better off than when exchange was rising and the distributor did not pay him at all.

The producer, who also bought cheap and sells his produce dear, is also contented. The professional and salaried classes may suffer, as, in proportion as exchange falls, commodities have a tendency to rise in price; the general prosperity of the community does a great deal, however, to counteract this. Persons earning gold salaries, of course, benefit greatly.

The exporter, as before, is more or less free from exchange influences. He is, however, more at ease on a falling exchange market, as the currency value of produce having an upward tendency he is not so liable to find he has paid too high a price.

The Government, of course, finds difficulty in meeting its obligations abroad, and ultimately increased taxation must be resorted to. The general prosperity of the country, however, diminishes the evil effects of this, at least for a time.

Naturally, the final effect of a fall in exchange cannot on the whole be good, a day of reckoning must come, exchange cannot continue to fall indefinitely. The effects of a fall are not, however, so rapidly or keenly felt as the effects of a rise, and it is doubtful whether, if exchange could be held steady, at the lowest quotation reached the bad effects of a fall would not be averted altogether. A very gradual rise spread over many years, when exchange fluctuations are insignificant as compared to the fluctuations in the produce market, does not produce the complications above mentioned, and may safely be taken to indicate prosperity. A rapid rise, on the other hand, may safely be taken to indicate the contrary.

Annex 1 is a chart demonstrating the fluctuations of exchange during the year 1900 which have been unusually violent. Still during many years these fluctuations have been sufficient to reduce business to a great extent to the level of simple gambling. Setting aside those transactions which consist in buying and selling currency with the object of securing the differences as profit, and which are a great feature in most Brazilian markets (as regards this species of speculation, which is particularly harmful to a country, the markets of Pará and Manáos are fortunately remarkably free; they bear their share, however, of the disadvantages created by the extensive gambling

that takes place on the exchange at Rio and elsewhere), even ordinary business is turned by these fluctuations into a gamble on the expected value of the currency in any transaction where credit is given. A merchant who has bought and sent goods up country in the spring, as is the custom, expecting to receive produce to pay for these goods in the late autumn and winter following, will probably make a heavy loss if exchange should happen to rise, or he will, on the other hand, make a large profit should exchange happen to fall. Exchange fluctuations quite throw out calculations based on the probability of the crop or the value of the produce.

During the years 1894-99, when exchange was steadily falling, many merchants secured very large profits, not through any special sagacity on their part, but owing to the tendency of exchange. Many of these firms are now in difficulties, not through any particular fault of their own, but again owing to the rapid rise in exchange. Forethought in laying aside large reserve funds in times of prosperity would no doubt have to a great extent averted the present embarrassments. This, however, has not been done, chiefly owing to the fact that partners are constantly retiring from the various firms, for the most part to Portugal, and withdrawing their share of the capital. There is no doubt that this tendency to live from hand-to-mouth has to a great extent rendered more acute the present crisis.

**Future
prospect.**

It must not be concluded, however, from the foregoing observations that the prospect for the future is entirely hopeless. On the contrary, as has been already stated, the fact that the exports have not decreased is a guarantee of the prosperity of the country. It appears all the more regrettable that such a crisis as at present exists should have been forced upon the merchants of this district through no fault of their own, and by causes over which they have no control. It is also disheartening to think that the same thing may occur at any time in the future, and it is very much to be hoped that the Federal Government will be successful in finding a plan by which exchange fluctuations may be restrained. The actual quotation at which the currency stands is of secondary importance; a steady exchange is, however, an absolute necessity if the commerce of the country is to prosper.

**The English
and other
foreign
banks.**

It has been stated above, that whereas the native banks have almost without exception succumbed to the situation, the British and other foreign banks have to a great extent avoided the evil results of the crisis. In this connection it may be advisable here to consider a movement of hostility towards these institutions which has recently made itself apparent, and has culminated in the proposal by several leading members of the Congress at Rio of a Bill by which the operations of foreign banks in Brazil would be very seriously hampered, if not entirely suppressed. When exchange was falling it was a general though unfounded belief that the foreign banking institutions were chiefly to blame, and that they were in some mysterious way making enormous profits at the expense of the country. When the long-

**Law for the
regulation of
the opera-
tions of
foreign banks.**

expected turn of the tide set in, and exchange rose, the effect of this on the commercial situation was found to be more disastrous than had been that of the fall. It was assumed that, as before, in some mysterious and undefinable manner, the foreign banks had been again securing unreasonably large profits at the expense of the hard-working community. It would hardly be worth while to consider this peculiar idea had it not become so widespread as to culminate in the proposal of the above-mentioned law for the regulation of the transactions of foreign banks which, although threatening to extinguish those indispensable supports of commerce, has with little or no opposition passed three readings in Congress, and which may become law when Congress meets again in the spring of 1901.

To put the case briefly, it is alleged against the foreign banks that the whole of their business in collections, mortgages, loans, discounts, and other branches of essentially banking business is not sufficient to enable them to pay their expenses, far less to pay large dividends; that their capital is limited; that their revenue depends entirely on the success of their exchange speculations, the managers being, it is supposed, able to calculate to a nicety the tendency of exchange, and to profit accordingly; that as the profits of the banks are obtained from exchange speculations, it is to their advantage that exchange should continually fluctuate and fluctuate as much as possible. It is even alleged that the banks deliberately foster a speculative and gambling spirit in the community; that they offer greater facilities to speculators than genuine merchants; and that it is a standing menace to the stability of exchange that such large operators should exist on the market whose chief means of acquiring revenue evidently depends on exchange fluctuations.

The idea that the banks are able to infallibly gauge the movements of exchange is obviously out of the question. The anxieties of a bank manager would be greatly mitigated if this were the case. It is improbable that they are as a rule able to foresee the probable fluctuation for more than a few hours ahead. It is only by the most strenuous and consecutive attention that they are able to avoid incurring loss. So many and varied are the influences that bear on exchange that it is improbable that the largest operators are not often deceived. The fact that the banks have to a great extent limited their credit operations is true. The disastrous results that would have followed had their business in discounts, loans, mortgages, &c., been large, may be judged by the embarrassed condition in which the native banks find themselves to-day on account of such transactions. As the banks, however, cannot remain idle, they have been driven to employ their capital chiefly in exchange transactions. Even if, therefore, as is true, the banks depend at present to a great extent on their exchange operations for their profits, it must not be assumed that they adopt this obviously inconvenient course out of choice. It is not to be supposed that they would prefer jobbing in exchange to ordinary banking business were they not driven to do so by the

The attitude
of the banks.

unsatisfactory condition of commerce brought about by exchange fluctuations.

Any scheme which is devised for the purpose of causing a rapid rise in exchange (the Funding Loan of 1897, for instance, was avowedly made with this object) must, if successful, bring about as serious complications as would a fall in exchange.

If necessary, let fresh taxes be imposed and let a reserve fund be laid by as a means whereby the Minister of Finance may be able to operate so as to counteract the efforts of speculators to cause exchange fluctuations.

A Minister who could succeed in preventing exchange from fluctuating more than a 1*d.* during the space of two years would regenerate the commercial prosperity of the country.

Speculation in exchange will continue in spite of any laws that may be devised to restrain it, as long as exchange continues to fluctuate. Let exchange, however, once cease to fluctuate, and this feature which has so retarded and hindered the advance of the country must disappear.

Pará and
Manáos,
rivalry
between.

A considerable stir has been caused in commercial circles at Pará by a recent enactment on the part of the Congress at Manáos of a law which threatens to prejudice the trade of Pará for the advantage of the trade of Amazonas. For many years Pará was the distributing centre for the whole of the Amazon Valley, a zone extending inland some 3,000 miles. The navigability of the River Amazon and the fact that not only is Manáos readily accessible from the sea but that ocean-going steamers proceed direct from Liverpool even as far as Iquitos, a town in Peru situated some 1,000 miles further up the river than Manáos, seemed to point to the probability that, in time, Pará would lose to a great extent its importance as a distributing centre. When, in 1896, the project of laying a sub-fluvial cable from Pará to Manáos was carried through, and Manáos, with ample shipping facilities and telegraphic communication with the rest of the world, was thus endowed with all the advantages of a seaport, being at the same time situated in the very heart of the rubber-producing district, it was thought that the centre of gravity of the trade of the Amazon Valley would shift to the capital of the State of Amazonas.

Rubber to be
cut and boxed
at Manáos.

Trade has, however, a conservative tendency. In addition to this, the fact that the sub-fluvial cable has up the present been so liable to interruption that no reliance could be placed upon it, has caused a large proportion of the trade which should naturally go to Manáos to remain at Pará. Manáos politicians have therefore thought fit to pass a law, the obvious purpose of which is to force those merchants at present established at Pará who receive rubber from the State of Amazonas to establish themselves for the future at Manáos. By this law it is enacted that all rubber extracted from the forests within the State of Amazonas must be cut and boxed at Manáos. As a justification of this legislation it is stated that the revenue collectors are not able to calculate the export duties in a satisfactory manner whilst the rubber is in "pelles," and that it is necessary in order to secure

the interests of the Treasury that the "fine" rubber should be separated from the "entrefine" before leaving the State. As soon as the cable could be relied upon a large amount of trade would naturally of its own accord shift to Manáos, foreign banks would open branches there, and the trade of Amazonas prosper proportionately. As long, however, as the cable cannot be relied upon, and the commercial houses at Manáos are not therefore in close touch with the exchange and produce markets, a merchant buying at Manáos must always risk a great loss, especially in these days of excessive exchange fluctuations. To cover this he must allow a greater margin of profit on his purchases.

Hence, by compelling the rubber to change hands at Manáos, when the facilities which would naturally cause it to do so do not exist, the Government compels the exporting merchant to pay a smaller price. The lower price paid at Manáos immediately reacts on that being paid at Pará, the result being, as is usually the case when any attempt is made to forcibly divert the stream of commerce from the channels which it naturally follows, a general loss to the community.

Although the effect of all the Amazonas rubber being handled at Manáos would deprive Pará of a considerable amount of trade, yet it must not be supposed that Pará would be entirely eclipsed. Calculating the total crop to be about 26,000 tons per annum, 11,000 tons up-river rubber would probably be handled at Manáos, and 9,000 tons island rubber at Pará. Of the remaining 6,000 tons coming from the adjoining countries of Bolivia and Peru a certain quantity would still be handled at Pará, thus bringing up the trade of Pará to about the same total as that of Amazonas. The probabilities of increase in production is about the same for both States.

There is not any special feature regarding the import trade **Import trade.** during the year 1900 to be noted.

It will be seen from Annex No. 2 that the income of the custom-house has decreased during the past year.

Importation on the whole has during the past year, owing to the general depression of trade, very much diminished.

It is not easy, owing to the lack of published statistics, to draw **British trade.** any satisfactory conclusions based on facts as to the extent to which British trade is holding its own against that of its competitors. The general opinion is that it is decreasing whilst that of Germany and the United States is increasing. How far this may be true it is hard to judge.

In this connection I would mention that it appears to me that **Commercial** the very important part played by commercial travellers and **travellers.** special agents in the distribution of commodities is not yet sufficiently realised by British manufacturers. This fact has been drawn attention to by many persons whose opinions are the result of long experience and mature judgment. British manufacturers and commercial houses are still, however, far behind their competitors in enterprise with regard to this very important detail of their business. Insistence on a matter which is of such vital

importance to the welfare of a manufacturing and exporting nation will therefore, I hope, be excused. British manufacturers, if they wish to hold their own in the markets of the world, must take more interest in the conditions that govern the distribution of their manufactures. The power of advertisement is sufficiently realised as regards the home trade. The extent to which wares may be forced upon the market by this means is well known. Foreign trade must be pushed on similar lines as the home trade if British merchants are to hold their own against competitors. It is remarkable that manufacturers and export firms should be behind hand in this, especially as, I believe, that it is almost the only direction in which they are really behind the times. The way to advertise goods abroad is by means of capable travellers. A great proportion of the results commonly attributed entirely to the non-suitability of goods of British manufacture to the requirements of foreign markets should, I think, be traced rather to the insufficiency of travellers and special agents representing British firms. Illustrated catalogues and commercial literature are, I must again repeat, quite useless unless presented and explained to possible customers by competent and interested agents.

Whilst on this subject I would venture to draw attention to another point, which, although it has already been pointed out, is not yet, I think, sufficiently realised. It is generally stated and believed that the average British commercial traveller is very much inferior to his foreign colleagues in the discharge of his duties, in his power of grasping a situation, and in his mastery of foreign languages. How far this is based on fact I am not in a position to judge. Certainly many individual British travellers are above the average standard of their competitors in every way. Moreover the history of the British nation and the results already achieved would lead one to believe that when a real necessity has been recognised, its members are generally not found to be wanting in resource and capacity to meet the demands thereby created. Some years ago it was not necessary for the commercial traveller to be so alert, adaptable, and capable as it is to-day. At present there is a real necessity for good travellers and agents of British nationality and sympathies, if British trade is not to lose ground, and it is not, I think, too much to suppose that these will be forthcoming. Prejudice on the part of employers may, however, prove a great drawback and retard the advance of British trade. It would be well if manufacturers and export houses generally would realise that it is an absolute necessity if their interests are not to suffer very seriously, that capable travellers and agents resident abroad of British nationality should be found, trained, and employed. It would be hard to lay too great stress on this point. At a critical period such as this, when international competition is getting keener and keener every day; when the enormous extent and value of British trade is attracting the envious and jealous attention of the world, it is of the first importance that the duties of advertising, pushing, and extending that trade, should not be left to be performed by persons who, however excellent their intentions may be, are

members of competing nations, and who must always be inclined to give to their countrymen the advantages of their experience and capabilities, acquired often at British expense, whenever the opportunity occurs. The wide-spread practice of British firms to employ foreign agents and foreign travellers is, I think, a thoroughly short-sighted policy, and accounts to a very large extent for the foothold that goods of foreign manufacture have been able to obtain, often in a surprisingly short space of time, on markets which but a few years ago were almost entirely held by British manufacturers. I have often heard foreigners comment on this lack of cohesion on our part as remarkable.

As regards manufactures intended for this district, I would without specifying any particular article submit the following considerations: Whereas in a well-to-do country typical British goods, that is to say, of solid manufacture, durable but costly, will generally hold their own, here, as in many other countries, the individual purchaser is, as a rule, poor. He will always buy the cheaper article even though he knows the quality to be inferior. The damp climate, moreover, causes many articles to depreciate rapidly. Hence for this as for other markets where the same conditions prevail, cheapness of manufacture is to be aimed at in the first place, and durability in the second place.

Cement exported to Pará by British manufacturers is put up **Cement.** in barrels too large and too loosely constructed. The smaller and more compact barrels used to pack German cement are better adapted for the requirements of this market.

As regards the exports from the State of Pará there is nothing **Exports.** particular to note. Annex 10 will be found to give a more or less detailed statement of the principal exports. It is satisfactory to note that the exports have not decreased in spite of the financial crisis which has beset the market.

From June, 1898, to June, 1899, the total value of the produce handled at Pará amounted to about 200,000 contos of reis (6,000,000*l.*) at the exchange then ruling. Of this total about 3,500,000*l.* represents the value of produce obtained from the State of Pará itself; 2,000,000*l.* that of produce obtained in the State of Amazonas, but which is handled at Pará, and the remaining 500,000*l.* the value of produce coming from the neighbouring Republics of Peru and Bolivia which is also handled at Pará. To compare with this we have between the same months of the years 1899-1900, as the total value of exports handled at Pará, the sum of 222,000 contos of reis, equivalent to some 7,500,000*l.* at the present rate of exchange. Of this total the State of Pará supplied about 4,000,000*l.*, the State of Amazonas about 2,750,000*l.*, Peru and Bolivia about 750,000*l.*

It must be remembered that these figures do not represent the total exports from the Amazon Valley, but only those handled at Pará. As will be seen by Annexes 5 and 6, a large quantity of rubber is shipped direct from Manáos abroad.

The finances of the State are in a somewhat embarrassed **Finances.** condition, chiefly owing to lavish expenditure on public works

and colonisation. Whereas the sums spent on the former have been well employed in useful if not revenue-bearing works, a note of which will be found elsewhere, the latter expenditure has borne no fruitful results. Although under certain exceptional conditions State-aided immigration has proved successful (Italian emigration to St. Paulo, for instance, where industries suited to the customs and habits of the immigrants were already in full swing, is a case in point), yet as a rule especially if the object be to start new industries, it proves a failure. The State-aided immigrant is not as a rule made of the stuff required in a pioneer. The attempt to establish agricultural colonies has cost the State dear, but has produced no result.

Public Debt. The Public Debt (Internal) stood in 1897 at 5,700,000 milreis (142,500*l.*), during the succeeding four years 4,300,000 milreis of this was paid off. Fresh liabilities were, however, incurred (chiefly with the Banco do Pará) which raised the total indebtedness of the State to 12,930,000 milreis (500,000*l.*) at the end of 1900.

Proposed loan. To meet these obligations a foreign loan of 500,000*l.* has been much talked about, and the Brazilian Legation in London has been authorised to represent the State Government in the matter. As yet, however (January 30, 1901), no conclusion has been reached although the negotiations still continue.

Considering that the State has a population of about 500,000 inhabitants, and that the value of the exports, which the State Government has the exclusive right to tax, has during the past four years averaged about 3,000,000*l.* per annum, I do not think that the present indebtedness can be considered as relatively very serious if retrenchment were for the future guaranteed to be the order of the day.*

Should exchange rise the currency revenue would fall. This, although it would not directly embarrass the Government in the payment of a sterling debt (the enhanced value of the currency counteracting the decrease in the revenue) would indirectly affect the Government's resources, as many of the current expenses must be paid in paper currency. In this connection I would mention that by a statesmanlike measure passed by Congress a few years ago many of the expenses of administration, such as the salaries of Government officials, are calculated on a gold basis.

Public works. A considerable sum of money has been spent in useful public works during the past four years. A large extension of street pavement has been laid down, and surface drainage effected.

Drainage. A Sanitary Commission has also made a careful survey of the town with a view to the establishment of a satisfactory drainage system. For lack of funds, however, this work has not yet been completed.

Hospitals. A yellow fever isolation hospital has been built; likewise a

* There is every sign that the present Governor, His Excellency Dr. Augusto Montenegro, who assumed charge of the Government on February 1 last is determined to reduce the public expenditure. A large number of sinecures have already been abolished, and various administrative details altered with the object of economy. Pará, February 23, 1901.

large public hospital for general medical and surgical cases. I am informed by a competent authority that they are well appointed and designed.

A large and costly educational establishment named the "Instituto Lauro Sodré" has been finished, where orphans and destitute children are educated and taught a trade at the expense of the State. In completing these useful institutions the administration of the retiring Governor, His Excellency Dr. Paes de Carvalho, has conferred a lasting benefit on the town.

It is regrettable that the waterworks could not have also been completed as the town is still ill-supplied with water. Great efforts are, however, being made to complete the laying of new mains which are amply large enough to convey sufficient water to supply this very serious want.

The Pará River in front of the town is steadily getting shallower so that ocean-going vessels have now to anchor at a distance of about three miles from the wharf.

Harbour works have been very much talked of, and it was expected that tenders would be called for. The financial position of the State and Federal Governments has, however, caused the matter to be postponed.

The erection of a quarantine station on Tatuoca Island off Pará is another important service which the administration of Dr. Paes de Carvalho has performed for the trade and shipping of Pará. Ships are now no longer sent a journey of some 2,500 miles to perform quarantine.

The past year has been marked by the appearance of a German line of steamers. The steamers belong to the Hamburg-American line. For some 30 years two British Steamship Companies have more or less held a monopoly of the carrying trade between Pará and Europe, and Pará and the United States. About the year 1887 an attempt was made to establish an American line of steamers between Pará and New York and before that a German line had for a short time tried to compete. Both these companies, however, disappeared.

In 1896 an Italian line, the Ligura Brazileira, heavily subsidised by the Pará and Amazonas Governments, started a monthly service between Genoa and the Amazon. This company continues to send two ships per month.

The Hamburg-American Steamship Company started in July, 1900, to send one ship per month from Hamburg to Pará and Manáos, calling at Oporto, Lisbon, and Madeira on the way. On the return journey they generally call at West Indian or American ports. They have obtained fair outward cargoes, but have always cleared from Brazil practically in ballast, as the 10 per cent. return on freights paid to those shippers who ship exclusively by the British companies ships has prevented them from obtaining homeward freights. The ships average about 1,200 tons (net), and having but little passenger accommodation, they have not interfered with the business of the British companies so far. It is not a fact that the captains and agents of these ships have been able

to obtain special facilities with regard to discharging, as has been stated, or that they have been able to discharge quicker into the custom-house than has hitherto been the custom. It is generally possible to discharge ships rapidly into lighters at this port, if the lighters are available and the ship is prepared to pay for them. The lighters are discharged into the custom-house, however, in strict rotation, and no preference is shown.

To meet this competition the British companies (the Red Cross and Booth lines) have increased their service from three to four steamers per month.

**Trade with
the River
Plate.**

It may not be out of place to note here that there seems every probability of a considerable trade springing between this port and the River Plate. The Amazon district consumes a large amount of imported beef, canned goods, flour, maize, and alfalfa (hay). Both the United States and Argentina export these goods. Up to the present time the United States, having a regular service of steamers at their disposal, have enjoyed an advantage. Even so, however, more cattle are imported from Argentina than from the United States, and I would recommend the matter to the consideration of British steamship owners, as I understand that foreign lines are likely to attempt to secure the carrying trade between the two countries.

Discharge.

The discharge of cargo into the custom-house is still very much retarded, partly owing to lack of facilities, partly owing to the complicated nature of the custom-house routine, which would require a very large staff to enable goods to be rapidly received and delivered. During the past year the lack of funds on the part of the merchants for the payment of duties has caused the customs warehouses to become much congested with an accumulation of merchandise.

The result of all this is that the demand for lighters is very great, a lighter of 100 tons capacity commanding a rent of 100 milreis (4*l.*) per diem. As there is at all times the cargo of more than 20 steamers afloat in lighters, and goods remain as a rule two to three months in these lighters, it will be seen that the item, lighter hire, which is paid by the steamers, is a heavy charge.

Immigration.

Owing to the continued droughts in Ceará, which have reduced the population of that once thickly-populated and prosperous State to a condition of dire necessity, the stream of emigration thence to the Northern States continues unabated. It is probable that not less than 40,000 immigrants entered Pará and Amazonas during the year 1900.

**Yellow fever
expedition.**

Although yellow fever has not during the past years assumed an epidemic form on the Amazon, yet a sufficient number of cases occurred to cause a certain amount of anxiety to new comers.

The following figures will show that, on the whole, this disease, although inasmuch as in many cases it proves itself quite beyond the control of medical science, it may be considered as one of the scourges of sub-tropical towns, is not always so serious a menace to life as is often supposed. Between the months of April and December, 1900, inclusive, 514 cases of yellow fever were treated

at the hospital, of which 199 ended fatally. This, in a city of 120,000 inhabitants, gives $\frac{1}{4}$ per cent of cases and $\frac{1}{8}$ per cent. of deaths approximately during the nine months. As a certain number of cases are treated in private houses, and so do not appear in these returns, the percentage of cases quoted must be taken as rather below than above the average.

The Liverpool School of Tropical Medicine, after the excellent work which it has performed with regard to malaria, has recently turned its attention to yellow fever. An expedition, composed of two doctors, sent by the School, arrived at Pará in August, 1900, to study the etiology of this disease. It is sad to have to record that one of these, Dr. Walter Myers, was called upon to lay down his life in the service of humanity and in the advancement of knowledge.

After some six months of work at the Yellow Fever Hospital his promising career was cut short by an attack of yellow fever of the most virulent type. His companion, Dr. Durham, although stricken at the same time by the same disease, was fortunately spared, and his investigations will probably throw a fresh light on the causes and remedies of this terrible disease.

The Amazon Telegraph Company have been to a certain extent successful in their efforts to establish telegraphic communication between Pará and Manáos. The sub-fluvial cable, which had been interrupted for some two years, was in the spring of 1899 repaired, and has since that date, although still subject to frequent interruptions, been of the greatest use to the commerce of this district. The company has also constructed about 100 miles of terrestrial telegraph from Manáos to a place called Itacoatiara, following the left bank of the river. The line is to be continued as far as Parantintins, some 200 miles further down the River Amazonas. In view of the good results given by the piece of line already constructed, it is to be hoped that arrangements will be made to continue the land line until it reaches Pará itself.

For many years the territory in dispute between France and Brazil, lying on the right bank of the River Oyapoc, was the cause of ill-feeling between the two nations and even led on one occasion to bloodshed. This question has now fortunately been settled to the satisfaction of both. The Swiss Arbitrators, into whose hands the matter was put, have decided that the River Oyapoc shall be the division between the two countries, thereby disallowing the claim made by France to include the territory lying to the south of that river and known as the Amapá district in the Colony of French Guiana.

Although the Amapá district is of no great value or importance at present, yet satisfaction has been felt at this award by Brazilians in general and especially by the inhabitants of this State, who took a very great sentimental interest in the question.

As regards the general conditions which govern commerce, Manáos is so intimately connected with Pará that the foregoing review of the situation at the latter may be taken to apply to the former city.

As has been already remarked, there seems to be every indication that the commerce of Manáos will make rapid strides in the near future. The great obstacle to the advancement of the city at present is the lack of telegraphic communication with the rest of the world; this, it is hoped, will soon be overcome. The problem of keeping sub-fluvial cables in repair seems, however, to be a difficult one to solve.

There has been some talk of establishing machinery for the preliminary treatment, *i.e.* cutting, washing and rolling of the rubber at Manáos. It is hard to see exactly what the advantage of this would be. A person, well-known and largely interested in the rubber trade at New York, has recently stated that it would be better if the rubber could be exported direct as it comes from the estates in "pelles" without being even cut as it is at present at Manáos and Pará.

**Manáos
Railway
Company**

The Manáos Railway Company, which constructed the electric railway in the city of Manáos, is said to be well satisfied with the result of that enterprise. Both that company, however, and the Italian Steamship Company have met with difficulty in collecting the subsidies due to them from the State Government. The finances of the State are still in a very much embarrassed condition, in spite of the fact that strict economy rules at Manáos as at Pará at the present time. It will take some time, however, to mend matters, so heavy were the obligations incurred in the past.

**Acre
question.**

The Acre question, although still affording an opportunity to certain adventurers to create disturbances in the contested territory where the so-called "Acre Free State" has been proclaimed, seems to be in a fair way to be settled. A mixed Commission, composed of Brazilian and Bolivian engineers, is at present on the way to discover the source of the Javary River. When that point is fixed they will proceed to demarcate the boundary, which is to follow a straight line drawn from the junction of the River Beni and the River Madeira at a place named Villa Bella (lat. 10° 20' S.) to the source of the Javary.

**Anglo-
Brazilian
frontier.**

The Anglo-Brazilian Frontier between the State of Amazonas and the Colony of British Guiana is still undecided, and continues from time to time to cause anxiety to ultra-patriotic journalists. Although the territory in question, the Rio Branco district, is not large and of practically no value, yet it would be satisfactory for both nations if the boundary could be once and for all settled.

**Concluding
remarks.**

To sum up the foregoing observations, it may be said that this district has, during the past year, experienced a very severe monetary crisis, owing to the rise that has taken place in exchange in the first place, and owing to reckless trading in the second place. That although it will take some time for the market to recover, yet the present unsatisfactory state of affairs will certainly give place to renewed prosperity should the quantity and value of the exports keep up as there seems every probability of their doing, judging from returns up to date. That similar crises may be expected to occur, however, on every occasion when

a sudden rise in exchange takes place owing to the inherent conditions of the trade, conditions which cannot alter for many years to come. That should the recently enacted law compelling the cutting of rubber at Manáos remain in force, a considerable amount of business at present transacted at Pará will be for the future transacted at Manáos, to the benefit of that city and to the prejudice of Pará. That the State of Pará, although embarrassed financially, is not indebted to an unreasonable extent when the resources of the State are taken into consideration.

Addendum.

The following figures will show that the entries of rubber at Pará up to the end of February, 1901, were slightly below the corresponding entries up to the end of February, 1900. This is due to the accumulation of rubber at Manáos brought about by the law previously referred to. The deficit will probably, however, be made up before the end of June, 1901.

As the "aviamentos," i.e. consignments of goods up country, have very much diminished this spring as compared to those sent up last spring, it is possible that the crop for 1901-02 will be smaller than that for 1900-01. There is a great divergence of opinion on this point however.

TABLE showing Entries of Rubber at Pará from July to February in the Years 1899-1900 and 1900-01.

					Quantity.	
					1899-1900.	1900-01.
					Tons.	Tons.
Islands .. .. .	..	..	..	..	7,149	6,636
Up-river .. .. .	..	..	..	..	10,375	9,220
Caucho .. .. .	..	..	..	..	1,286	1,167
Total .. .. .	..	..	..	..	18,760	17,023

Annex 1.—See Table facing.

Annex 2.—CUSTOMS Revenue collected at Pará during the
Years 1898–1900.

					Amount.	
					Currency.	Sterling.*
					Milreis.	£
1898	..	..	..	..	22,791,112	675,000
1899	..	..	..	..	27,509,191	810,000
1900	..	..	..	..	20,581,574	800,000

* Approximate.

Annex 3.—REVENUE of the State of Pará during the Financial
Years 1897–98 to 1899–1900.

					Amount.	
					Currency.	Sterling.†
					Milreis.	£
1897–98	550,000
1898–99	781,000
1899–1900	24,670,000*	1,000,000

* 1 milreis equals about 10d.

† Approximate.

Annex N° 1.	
SHOWING THE EXTREME RATES OF EXCHANGE PER MILREIS ON LONDON FOR EACH MONTH DURING THE YEAR 1900 AT PAR.	
	<i>Rate Milre</i>
	15 c
	14 a
	13 a
	12 a
	11 d
	10 d
	9 d
	8 d
	7 d

Annex 5.—SHOWING the Total Production of Rubber (in Tons) of the Amazon Valley, and the Localities whence obtained, for the Year 1900 (January 1 to December 31).

Month.	Localities whence Obtained									PARÁ.	
	Islands near Pará.	Lower Amazonas (Pará).	Itaituba (Pará).	Rio Juruá (Amazonas).	Rio Purus (Amazonas).	Rio Madeira (Amazonas).	Rio Javary (Amazonas).	Shipped direct from Manóas.	Caucho.	Iquitos (Peru).	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
January ..	951	12	76	267	967	187	145	712	238	68	
February ..	554	13	87	396	1,275	207	12	875	441	139	
March ..	539	20	46	119	594	216	61	828	530	97	
April ..	446	14	63	87	95	90	80	418	245	62	
May..	493	11	42	81	191	52	..	413	448	30	
June ..	503	6	26	35	45	4	81	295	495	..	
July..	394	39	36	1	13	112	..	153	68	44	
August ..	588	43	58	1	100	99	1	325	52	33	
September ..	765	4	80	51	114	45	..	171	39	..	
October ..	1,052	11	48	60	109	239	..	591	109	141	
November ..	997	39	62	..	252	213	..	539	41	56	
December ..	1,330	9	61	167	102	147	163	107	108	225	
Total ..	8,501	221	635	1,265	3,857	1,611	543	5,427	2,804	893	

NOTE.—Total production, 25,807 tons.

Annex 6.—LIST of Exporters of Rubber from Pará and Manáos
during the Year 1899-1900.

	Quantity.		
	United States.	Europe.	Total.
	Tons.	Tons.	Tons.
FROM PARÁ.			
Omok, Prusse, and Co.	2,081	3,367	5,448
Adelbert H. Alden	3,032	1,182	4,214
Frank da Costa and Co.	2,302	1,651	3,953
The Sears Pará Rubber Company	1,908	..	1,908
Rud. Zeitz	250	895	1,145
Denis Cronan and Co.	107	349	456
R. Suarez and Co. .. ..	..	334	334
Mello and Co. .. ..	..	227	227
H. A. Astlett	187	16	203
Henry Airlie and Co.	105	71	176
Kanthack and Co.	82	101	183
Comptoir Col. Français .. ..	..	132	132
B. A. Antunes and Co. .. ..	..	101	101
Sundry exporters	61	184	245
Total	10,065	8,610	18,675
FROM MANÁOS.			
Prusse Dusendschon and Co.	773	1,090	1,863
Witt and Co.	825	506	1,331
Marius and Levy	11	1,144	1,155
Rud. Zeitz	89	400	489
Adelbert H. Alden	356	49	405
Comptoir Col. Français	4	337	341
J. H. Andresen	22	276	298
Brookhurst and Co.	112	138	250
Kahn Pollack and Co. .. ..	..	198	198
Luiz Schill and Co. .. ..	..	144	144
Mello and Co.	4	125	129
J. A. de Freitas and Co.	26	77	103
Moray and Aguiar .. ..	..	119	119
Sundry exporters	187	255	442
Iquitos merchants .. ..	..	944	944
Total	2,409	5,797	8,206
Grand total	12,474	14,407	26,881

Annex 7.—TABLE showing the Shipments of Rubber to the United States and Europe (Total Rubber Crop of the Amazon Valley) during the Years 1896-97 to 1899-1900.

	Quantity.			
	1896-97.	1897-98.	1898-99.	1899-1900.
	Tons.	Tons.	Tons.	Tons.
United States	9,848	11,422	12,398	12,474
Europe	12,368	10,796	12,848	14,407
Total	22,216	22,218	25,246	26,881

Annex 8.—EXPORTATION of Cocoa from the Amazon Valley during the Year 1900.

Exporter.	Quantity.		
	Europe.	United States.	Total.
	Tons.	Tons.	Tons.
Denis Crouan and Co... ..	1,729	..	1,729
Frank da Costa and Co. ..	516	..	516
Rud. Zietz	174	121	295
Adelbert H. Alden .. ..	..	101	101
Singlehurst, Brocklehurst and Co.	8	..	8
Sundry small shippers.. ..	204	..	204
Exported from Manaus ..	116	..	116
Total	2,747	222	2,969

Annex 9.—EXPORTATION of Brazil Nuts from Pará and Manaus.

Year.	Quantity.		
	New York.	Europe.	Total.
	Tons.	Tons.	Tons.
1898	3,005	3,327	6,332
1899	5,575	5,000	10,575
1900	1,089	1,725	2,814

Annex 10.—TABLE showing the Principal Exports from the Port of Pará, and their Values.

Articles.	Whence Obtained.				Total Amount Exported.	Highest Price at Pará.	Lowest Price at Pará.	Official Value.	Whither Exported.							Export Duties (ad valorem).	Percent.	
	Whence Obtained.								United States.	United Kingdom.	France.	Italy.	Other European Countries.	Adjoining Republics (Peru and Bolivia).	State of Amazonas.			Other States of Brazil.
	State of Pará.	State of Amazonas.	Peru.	Bolivia.														
Rubber (fine) ...	5,000	4,300	123	465	9,888	12,228	7,760	4,906,000	5,100	4,468	290	50	12	...	...	...	22
" (entire) ...	982	2	12	178	1,124	8,650	3,600	402,000	463	594	66	1	...	...	...	...	22
" (Seramby) ...	4,000	913	40	235	5,188	3,000	2,500	901,000	4,398	684	115	11	...	...	...	...	22
" (Caubo) ...	186	894	...	2	1,092	2,000	2,500	210,000	501	461	78	52	...	...	...	...	22
Cocoa ...	3,611	189	...	...	3,700	18,000	13,800	177,000	107	35	3,442	109	7	...	...	...	4
Brazil nuts ...	3,100	...	...	...	3,100	...	...	88,000	...	...	...	...	...	...	...	...	15
Spicula nuts ...	2	...	...	...	2	...	...	385	...	...	...	...	...	...	...	...	15
Hides ...	1,063	...	...	...	1,063	...	...	22,000	...	35	1,018	...	...	...	...	...	17
Cumaru (Touca bean) ...	8	...	...	...	8	3,500	1,000	600	5	3	...	...	...	...	...	...	17
Farinha (Mandoca) ...	168,000	...	...	...	168,000	80	40	420,000	...	...	...	...	...	800	160,000	...	...
Langkas ...	60	...	...	...	60	9,000	5,000	12,000	2	43	2	3	...	...	...	...	...
Cupalyris oil (balsam) ...	11	...	...	...	11	3,000	2,500	1,500	11	...	...	...	...	...	...	...	...
Deer skins ...	57	...	...	...	57	...	...	5,000	48	1	3	5	...	...	...	...	10
Cattle ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Heron plumes ...	3,160	...	...	...	3,160	...	...	2,100	...	...	...	...	...	...	...	...	...
Tobacco ...	297	...	...	...	297	...	...	70,000	...	...	...	...	...	6	291	...	...
Tea ...	242,700	...	...	...	242,700	...	...	...	...	...	...	...	...	...	242,700	...	...
Bricks ...	85,000	...	...	...	85,000	...	...	...	...	...	...	...	...	...	85,000	...	...
Guaraná ...	...	23	...	...	26	...	...	10,000	2	...	...	...	...	...	...	24	...

PARÁ.

Annex 11.—FREIGHTS.

From Pará to—	Rubber (per Ton Measurement).	Nuts (per Ton Weight).	Cocoa (per Ton Weight).
	£ s.	£ s.	£ s.
Liverpool	2 5	2 10	1 10
Havre.. ..	2 5	2 10	1 10
New York	2 2	1 14	1 12

NOTE.—One ton of rubber by measurement equals about two tons by weight.
To the freights here quoted must be added 10 per cent. primage.

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BRAZIL.

REPORT FOR THE YEARS 1899-1900

ON THE

TRADE AND COMMERCE OF THE CONSULAR
DISTRICT OF PERNAMBUCO.

REFERENCE TO PREVIOUS REPORT, Annual Series No 2288.

Presented to both Houses of Parliament by Command of His Majesty,
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TABLE of Weights, Measures, and Currency herein referred to.

1 milreis equal 1,000 reis; average value 8½d. during 1900 (par value 2s. 3d.).

1 ton	= 1,016 kilos.
1 kilo.	2 lbs. 3½ ozs. avoird.
1 pipe alcohol	106 gallons.
1 barrel of flour	196 lbs. avoird.
1 drum of cod-fish	128 lbs. avoird.

The average weight of a bag of sugar is 165 lbs. avoird.
 " " " bale of cotton is 165 lbs. avoird.

No. 2591.

Annual Series.

Reference to previous Report, Annual Series No. 2288.

*Report on the Trade and Commerce of the Consular District of
Pernambuco for the Years 1899-1900*

By MR. CONSUL HOWARD.

(Received at Foreign Office, April 15, 1901.)

The staple products of the State of Pernambuco are sugar and cotton, and on the successful production of these crops the general prosperity of the community depends; although the extent of cereal crops, maize, beans, and manioc greatly affects the import trade by increasing the spending power of the agricultural portion of the population and of the labouring classes. In the early part of the year, and while the rate of exchange on London ruled between 7*d.* and 8*d.* per milreis, this State enjoyed abnormally high prices for its cotton, the result of the shortage in the American and Egyptian cotton crops, and besides the enhanced gold value thus obtained, nature provided one of the largest crops ever picked. Under these favourable circumstances one would naturally look for larger imports and good trade generally, more especially as the prices of sugar were also high and a fair crop was then being harvested.

General
review of
trade in 1900.

High cotton
prices and
large cotton
crop.

This, however, was not the case. Importing houses complained that no money was coming back from the interior and the demand was diminishing for everything but food-stuffs, such as cod-fish, flour, rice, and jerked beef, which were wanted owing to the partial failure of the cereal crops and to the drought in the neighbouring State of Ceará. It is thought that the cause of the depression must be looked for in the ever-increasing taxation; in the stamp taxes which hamper trade and increase the cost of the goods; in the gold duties, in the collection of which a loss in the exchange is entailed on importers; and finally in the unnecessary delay created by the custom-house officials in the clearance of imported goods. It often happens that goods entering the customs are detained one, two, or three months, and even longer before being cleared, a portion of this delay, sometimes a month or more, takes place after the duties have been paid. The cause of this delay is the time taken in the examination of the merchandise before the duties

Dull import
trade.

Increased
taxation.
Stamp taxes.

Goods
delayed in
custom-house.

Rise in the
exchange on
London.

are allowed to be calculated previous to their payment ; and the examination of the same packages after the duties have been paid. This delay necessitates longer credit and increases the cost of the goods by the extra interest incurred. Thus, the import trade commenced the year under unfavourable circumstances, notwithstanding the high prices then being paid for sugar and cotton. As the year progressed the rate of exchange rose till, by a reckless speculation in Rio de Janeiro, the rate was forced up to 14*d.* per milreis in July, only to quickly decline during the same month to 10*d.* per milreis, at which level it remained for the rest of the year. But the result of the speculation was disastrous and adversely affected the import trade, causing a feeling of uncertainty and distrust, while credit was greatly restricted.

Decline in
prices of
cotton and
sugar.

The new crops of sugar and cotton commenced somewhat late and are smaller than the previous year, more especially cotton, while the prices for both staples are far below those current in January to March, and show every tendency to go lower, not only in their gold value in the consuming markets of the world, but also in currency, as the value of the paper milreis is enhanced by a rising exchange. The year, therefore, finishes in crisis, with credits restricted, increased import duties and an insufficiency of a circulating medium for the requirements of the market, owing to the burning of the paper currency in accordance with the provision to this effect in the Funding Loan of 1898, viz. : "The paper money deposited will either be withdrawn from circulation and destroyed, or, when the exchange is favourable, will be applied in the purchase of Bills on London in favour of Messrs. N. M. Rothschild & Sons, to be placed to the credit of a Fund towards the future payment in gold of the interest on the Loans and Railway Guarantees."

Restricted
credit and
burning of
paper money.

Imports :
Difficulty in
obtaining
reliable
statistics.

The difficulty, which has always been experienced here in obtaining any reliable statistics, has been even more accentuated during the last two years, as none have been published in any complete form.

Annex 1 is a table drawn up on the system of calculating the official value employed in the customs department. This system must be faulty, as seen in many items, notably cod-fish, flour, and jerked beef ; moreover, the classifying under one head of jerked beef, cod-fish, kerosene oil, lard, other oleaginous substances, as well as tinned meats and tinned fish, is unsatisfactory. The reason of this classification is that the customs tariff for all these articles is the same, and comes under one head. This table, however, may have this merit, that it shows the proportion of imports from the different countries, although the total amounts may be quite wrong.

Annex 2 is another incomplete table of imports for 1899, taken from the scanty information I have been able to obtain.

Cod-fish.

Annex 3 gives the imports of cod-fish from Newfoundland for the last 10 years, which may be relied upon as correct. The increased consumption of 71,222 drums, or 30 per cent. in 1900, was due to the drought in the neighbouring State of Ceará.

The importations of jerked beef compare as follows :—

Jerked beef.

From—	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
River Plate ports ..	18,327	533,080	15,798	631,920
Rio Grande do Sul ..	7,162	264,994	7,195	266,245
Total	20,489	798,074	22,993	898,165

Flour increases the already heavy bill for imported food-stuffs Flour. to the following extent :—

From—		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
			£		£
United States ..	Barrels ..	178,056	178,056	175,273	175,273
Austria-Hungary ..	" ..	78,408	98,010	80,880	101,100
Argentina ..	Bags ..	15,070	7,535	12,750	6,375
Rio de Janeiro ..	" ..	11,220	5,610	27,096	13,548
Total .. ..	..	..	289,211	..	296,296

Rice also has been largely imported, about 75 per cent. of Rice. which is brought from Hamburg and Bremen, instead of from Liverpool as formerly, owing to the keen competition and lower freights of the German lines of steamers, to which reference is made later under the heading of "Shipping and Navigation."

It should be borne in mind that Pernambuco is a distributing centre for the neighbouring States, more especially of Ceará, Rio Grande do Norte, and Parahyba, which take a proportion of the cod-fish, flour, jerked beef, and rice, but the amount expended on imported food still remains enormous and inexplicable in view of the great fertility of the country, and one is tempted to ask, how can a country so rich in itself prosper and advance when the food bill forms the chief item of its imports?

Imports of coal for the past two years have been 66,303 tons Coal. of the value of 130,948*l.* in 1899, and 73,911 tons valued at 151,270*l.* in 1900. With the rise in price last year, experiments have been made in the importation of American coal to the extent of 4,000 tons, costing 6,500*l.*, with, I am told, satisfactory results. But with the exception of one or two small shipments of Lancashire and Newcastle coal the balance is all imported from South Wales.

Annexes 4 and 5 give the exports for the past season 1899–1900, Exports. the value of which is not published, but which may be taken as Value, (760) A 3 3,100,000*l.*

1,850,000*l.* in sugar; 750,000*l.* in cotton; and 500,000*l.* in rum; goatskins, cotton-seed and minor exports.

Annexes 6 and 7 show the extent of the sugar and cotton crops for the past 10 years.

Shipping and navigation.
Brazilian mercantile marine.

In Annexes 8 and 9 are given the returns of all shipping at the port of Pernambuco for 1899 and 1900, and it may be of interest to mention that the Brazilian mercantile marine has not increased since 1898, the figures for 1899 being 392 vessels, with a total tonnage of 359,244 tons, and for 1900, 401 vessels, with 333,632 tons. The increase in the price of coal and the falling-off of exports of sugar to the southern ports of the Republic, together with general decrease in the coasting trade, may account for the stagnation in native shipping interests, but it is a moot point whether the management of steamship lines may not be at fault. The "Lloyd Brasileiro" Company, with a very fine fleet of Clyde-built steamers, has become bankrupt, and is in the hands of receivers, the Banco da Republica, and many other native steamers are lying up in Rio Harbour, proving that the "Lei de Cabotagem," or Coastwise Traffic Law is not altogether a successful measure.

German activity.

British shipping just barely holds its own, French is falling-off, while the Germans are showing a marked activity in securing the carrying trade with South America, as will be seen from the following :—

Year.					German.	
					Number of Vessels.	Tons.
1898	..	..	..	..	70	105,616
1899	..	..	..	..	62	106,388
1900	..	..	..	..	84	159,768

Not only are the German lines increasing their fleets and the size of their steamers, but they are competing successfully in the passenger trade as well as in cargo. A somewhat remarkable feature was the recent charter of a British steamer to run for one of the Hamburg lines, and thus help the competition with British tonnage. Owing to this competition a good deal of the trade in rice, cement, dry goods, hardware, and other goods, which was formerly carried from Liverpool, has now gone to Bremen and Hamburg.

Apathy of an English line.

A subsidy has been offered to a British shipping company by the Federal Government, for two monthly calls at the port of Maceió, once outwards and once homewards, which has not yet been accepted, and now the "Hamburg-Sud Amerikanische Dampfschiffahrts Gesellschaft" and the "Hamburg-American line" are trying to obtain it, and will doubtless succeed if the British line fails to respond to the offer of the subsidy provided for in the last Budget of the Federal Government.

It is satisfactory to note that the bulk of the exports from here and neighbouring ports is carried in British bottoms, and very good freights were current in the first half of the year, the average rates being 20s. per ton for sugar to the United States, and to Liverpool 17s. 6d. per ton for sugar, 25s. to 27s. 6d. per ton for cotton-seed, and $\frac{3}{4}$ d. to $\frac{1}{2}$ d. per lb. for cotton. From October to December the rates have ruled from 15s. to 16s. per ton to the United States, for which market large shipments of sugar have been made, and to Liverpool sugar has been carried in small parcels at 15s. per ton, cotton-seed at 20s. to 22s. 6d. per ton, and cotton at $\frac{3}{4}$ d. per lb.

Exports in
British
bottoms.
Freights.

In Maceió a new tax has been imposed by the State of Alagoas of 2 per cent. on the freight earned on the merchandise exported thence, which is another impost in disguise, on the already overtaxed products of that State, but which the ship-owner is called upon to pay.

Tenders were called for on July 23 last for harbour improvements, including a scheme for docks and warehouses, with a long quay extending 800 metres (875 yards), alongside of which a depth of water of 27 feet was to be obtained by dredging, to allow of vessels moored alongside to discharge or load at any state of the tide.

Public works.
Harbour
works.

Nothing, however, was done, and the harbour is in a very unsatisfactory state, the sand and mud having silted up in various places on the water frontage where lighters are now discharged and loaded, with the consequence that they are very frequently aground at low tide as the bottom is uneven, and one part or other of the lighter is aground and remains straining till the seams open and the cargo is damaged.

Harbour
silted up.

Dredging is done in a perfunctory manner by the Federal Government, but not in the places mentioned above; the work deemed more necessary is that of deepening the channel inside the reef, where vessels now discharge into, and load from, lighters.

Dredging.

The delay in discharging lighters at the custom-house continues, and no improvements have been contemplated in this direction, thus great loss is entailed on importing merchants and ship-owners, of which latter the British shipping suffers the most, being the largest carriers.

Custom-house
delays in
discharge of
lighters.

The quarantine station at Tamandaré remains unfinished, and its internal arrangements incomplete, while no money has been voted by Congress to place this institution on a proper footing after the thousands of contos de reis which have been expended on it, both at Fernando da Noronha and at Tamandaré.

Quarantine
station.

Nothing further has been done to utilise the Island of Fernando da Noronha for a coaling station, tenders for which were called for by the State Government in 1897, but excluding all foreigners. Perhaps a genuine tender by a first-class British firm would now be entertained.

Coaling
station.

The amalgamation of the two British companies, the Brazilian Submarine Telegraph Company with the Western and Brazilian Telegraph Company, was carried out during 1900, and the service

of the company continues to be excellent. Telegraphic communication with the outside world is also provided by the South American Cable Company, viâ Fernando da Noronha and Senegal, on the West Coast of Africa, and the Government land line up and down the coast and to several towns in the interior gives additional facilities.

Railways.

The only piece of new railway work in this Consular district is the linking of the Great Western Railway in this State to the "Conde d'Eu" Railway in the State of Parahyba, the rails being now laid to Itabaiana, and the branch will shortly be completed to Pilar, in Parahyba, the terminus of the latter company. The amalgamation of these two companies has been determined upon, and will shortly be carried out, thus effecting an economy in the general management.

The sale of the Recife and São Francisco Railway Company to the Government may be taken as an accomplished fact. It will be interesting to watch the result of this step in the handling, by native management, of the increased traffic over this line, arising from the opening-up of the country tapped by the South of Pernambuco Railway, which joins the Recife and São Francisco at Una. Should the traffic become blocked, the Alagoas Railway Company (Maceió) may have a fair share of the produce passing over the South of Pernambuco line, which however is in a very bad state of repair, the rolling-stock being old and worn out, and the line in many places unsafe and requiring ballast throughout. This would bring down the produce to the port of Maceió.

The ambitious schemes, dating from as far back as 1860, of joining the South of Pernambuco Railway with the Government system in the State of Bahia, at the town of Joazeiro, on the River São Francisco, and in modern times of a new line from Una to Tamandaré, and of extending the Pernambuco Central, have all been abandoned, and no signs are apparent of any increased activity in railway building; on the contrary, rumours are afloat that the Federal Government contemplates handing over to each State the existing State railways, and the foreign lines as well after the term of guaranteed interest has expired.

Public health.

I give the following health statistics, received from official sources, but I confess to some doubt as to the accuracy of only three deaths from yellow fever. Total deaths during the year 1900, 6,206, including 223 from small-pox, three from yellow fever, 486 from malarial fevers, 1,010 from consumption (phthisis), and 324 infants still-born.

Small-pox compared with the bubonic pest.

The number of deaths from small-pox form a strong contrast to those alleged to have taken place in Rio de Janeiro from the so-called bubonic plague. Yet, on account of the latter, where the mortality was acknowledged to be infinitesimal, as compared with the population, the bulk of the trade of Brazil had to be subject to the expense and delay, by the loss of two days, in order that vessels leaving Rio de Janeiro should proceed to Ilha Grande, the only quarantine station in Brazil, to be disinfected. Yet no

disinfection and no quarantine is thought necessary to be imposed on vessels leaving this infected port on their arrival at Rio or other native ports.

Yellow fever cases have not been frequent, nor have we had anything approaching the form of an epidemic since 1893, but a few cases have occurred. The saddest case, perhaps, and one universally regretted by the British community, foreigners, and natives, was the death of our Consular chaplain, the Rev. William Edward Macray, M.A. Oxon, who died after only a few days' illness on November 7, 1900. Our former chaplain, the Rev. William Ding, died on February 24, 1893, also of yellow fever.

A British nursing institution has been successfully established here, together with a small hospital to take in such cases as require to be isolated, or which require especial care and nursing. The nurses have proved invaluable, and have done excellent work. One of their number, Miss Clemetson, succumbed to yellow fever after a few months' residence, but this sad event has not deterred other ladies from coming out to follow their noble, unselfish profession.

I have no reason to alter my previous estimate of the population which I believe has remained stationary at 180,000 souls in Pernambuco and Olinda with their respective suburbs, but no census has been successfully taken since 1872, although attempts have been made in 1893 and quite recently.

The cotton mills in this State continue to flourish and to pay satisfactory dividends to their shareholders as well they may do, being protected by heavy import duties.

In like way the only jute factory, for the manufacture of jute bagging, is doing remarkably well. The jute is, of course, imported.

On the other hand a promising match factory has to close its doors owing to the stamp tax. This tax lays the obligation on the factory to buy and hold a stock of stamps greatly beyond its financial resources. The mere fact of obliging every box of matches to be sealed with this stamp entails greatly increased cost of the article, for there is no machine yet invented for sticking these stamps on the boxes in the way laid down by the Government, consequently it has to be done by hand. The result is foreign matches can successfully compete with the home-made article.

The large sugar refinery (the largest in Brazil), which was erected in 1894-95, has proved a complete failure although the machinery is of the very best make. The system, however, of refining did not prove suitable for the native markets, or perhaps the venture was over-capitalised by the payment of a large sum for the patent, by disasters while building, and by the lack of sufficient working capital, entailing the borrowing of large sums at high interest, or perhaps technical men were not employed as elsewhere to manage and supervise the different processes of refining. The result is a dead loss of several thousand contos de reis.

Soap works. There are several soap works giving good results, turning out coarse yellow soap, but no toilet kinds.

Gunpowder factory. A very successful result has been obtained by a Swedish gentleman (Mr. Lundgren) in his gunpowder factory, which he erected himself in 1894, and after forming a company to work it, was able in a few years to buy out his fellow shareholders and retain the property for his own exclusive benefit. This shows what good management can do in industrial enterprises.

Distilleries. Nearly all the local distilleries have come to grief owing to excessive taxation and prohibitive imposts. Rum is now produced only in the sugar factories in the interior of the State, and at the time of writing is a drug on the market.

Cotton-seed oil factories. Cotton-seed oil factories, which were flourishing five or six years ago, are now either closed or just barely making head way owing to the favourable tariff granted to the United States on imported oil.

Sugar industry. Factories or usines. The year 1900 closes with very low prices for sugar, notwithstanding that exports to the United States are at present large, and show signs of considerable increase in the early months of 1901 over the last six years, and they should thus reflect on the values of high grade sugars, such as white crystals and white powdered sugars which are only suitable for native consumption. The question then arises have the central sugar factories, erected with the most up-to-date machinery in the world been a success? or would it have been better to have expended the same capital on the production of cane, or on the improvement of the agricultural, rather than on the mechanical, part of sugar production?

For several consecutive years, ending with the crop 1899-1900, prices have been most profitable and far in excess in their gold value of those ruling in the consuming countries of the world, and these prices in a depreciated currency should have placed the sugar factories in exceptionally favourable circumstances. But this is not the case, the crops are not so large as formerly, and for the last three years average 1,700,000 bags or 125,000 tons, as against 146,927 tons in 1893, and 164,884 tons in 1894.

The factories paid in some cases the load of debt entailed by insufficient working capital when they first started, but in the majority of cases the industry is in a bad way and sugar cannot be produced with profitable results under existing conditions of labour and credit at prices now ruling. Only those factories that are out of debt can compete with other cane producing countries. The reasons appear to be the scarcity of labour, through the indolent habits of the working classes, who will only work three days, if by so doing they can get enough food for the whole week; also in the large amount of gold capital invested not only on the improved machinery, but for the narrow gauge railways and its rolling stock, which must form an accompanying part of a factory in order to guarantee its supply of cane in sufficient quantity to keep the mills going day and night.

Estates worked by the

The old system of open pan boiling certainly does not obtain

the same economical results as the working in vacuum pans and ~~old system of~~ curing in centrifugals (turbines), but the capital is not one- ~~open pan.~~ twentieth part of that employed in modern sugar factories, and perhaps the old-fashioned way may still outlive modern machinery, when money has to be borrowed to take off the crops for the latter.

Prices in the Brazilian markets of the north and south which ~~Competition.~~ have ruled so very high, and so much above the gold values in the United Kingdom for many years past, must now compete with the larger sugar production of Campos and São Paulo in the south. Moreover the decreased consumption throughout Brazil, resulting from the reduced spending power of the country through excessive taxation, must necessarily influence prices in the coming year.

The following eloquent figures serve as an example so far as regards the Rio market :—

RETURN of Imports from Maceió and Pernambuco during the Years 1900–1899.

				Quantity.	
				1900.	1899.
				Bags.*	Bags.*
Maceió ..	..	..	..	32,858	117,972
Pernambuco ..	..	..	..	268,505	577,727

* Bag = 60 kilos. (120 lbs.).

The sugar industry, which has thrived for several consecutive years, appears to be about to pass through as severe a crisis as has been experienced in British Guiana, the West Indian Islands, and elsewhere. Nor will the return of Cuba to the field of competition in the production of cane sugar make matters easier for the Brazilian sugar planters of this and neighbouring States.

In the 1894 report on the trade of Pernambuco, mention was ~~was~~ ~~Diffusion.~~ made of the system of extracting the juice of the cane by diffusion. The factory mentioned (Cucaú) was then and is still the only one that has tried the system of diffusion. From a commercial point of view it has proved a terrible failure, and the company has become bankrupt after expending some 9,000,000 milreis, or at 9*l.* exchange, which I take as the average at which gold has been expended on it, over 300,000*l.*

Although this money includes the cost of a narrow gauge railway some 44 miles long with nine locomotives and sufficient rolling stock, yet the value of the whole concern could not be estimated at more than 100,000*l.* But this does not prove that the diffusion process is a failure in Brazil, and I am inclined to modify my views in this respect. I find that the question of fuel which I thought so vital is partly solved in the present case by the long distance traversed by the railway, and, therefore, the

wood fuel can be procured from far or near to the factory with practically little difference to the cost. Also I find that four boilers are fed with the megass and only two burn wood, instead of three with megass and three with wood, which makes a large difference in the calculation of cost of production. The process of diffusion is continuous, and if the diffusers are stopped through lack of cane, break-downs, holidays, or any other cause the juice commences to invert and the loss is very considerable, as the diffusers hold about 27 tons of cane; but this difficulty has not produced such ill-effects as expected. Of course in diffusion a great deal more water has to be evaporated than by the crushing process, as about 30 per cent. of water is added to the cane in the diffusers and this entails larger clarifiers, eliminators, and vacuum pans. The juice, already heated in the diffusers, commences boiling at a density of about 6° Beaumé, as compared with the juice from the cane by crushing at about 10° Beaumé. But on the whole the extra amount of sugar obtained, amounting to about 2 per cent. more than by the crushing process, may compensate for the extra initial expenditure on machinery and extra cost of manufacture.

Cultivation. Vast sums have been expended on improved machinery, but nothing whatever has been attempted in agricultural interests. No experiments have been made to improve the quality of the cane, or to discover new varieties, by planting from the seed and selecting the strongest and healthiest canes. No scientific examination and analysis of the various soils are attempted, and nothing has been done in the way of fertilising the impoverished fields.

Labour. The labour question is another important point demanding legislative interference. There is, generally speaking, an abundant supply of labour on the plantations; men, women, and children, all of whom are available for field work, if they could be induced to work; but so long as the planter, on whose land they dwell rent free, can turn them out of their dwellings and send them adrift at a moment's notice, there is a stubborn determination to work only from hand-to-mouth, and to cultivate their patches of land only to the extent of their very limited requirements, and this also suits their naturally indolent and improvident nature. Scarcity of labour exists where the planters are not punctual in their payments, or where the labourer is forced to buy his supplies from the planters at exorbitant prices; but where wages are punctually paid, and food obtainable at reasonable rates, labour is plentiful enough; but, as I said before, the men will not do six days work if they can get enough in three days to be idle for the remainder of the week. Poverty exists through lack of ambition and insecurity of tenure of their holdings.

Wages. The rate of wages in the fields has ruled for the last three or four years at from 1\$200 reis to 1\$400 reis per day for able-bodied men, and from 800 reis to 1 milreis for women and children. Exchange has averaged 7½*d.* in 1898, 7½*d.* in 1899, and 8½*d.* in 1900, per milreis. As the currency has risen wages have not

fallen in proportion, but doubtless in the next season the price of imported food-stuffs, payable in gold, such as jerked beef and cod-fish, will regulate the price of labour.

Custom-House Regulations affecting Passengers Landing at Pernambuco.

The following is a translation of the custom-house regulations affecting passengers landing at this and other Brazilian ports. They are given in extenso as shipmasters and passengers appear at present to be very imperfectly informed on these matters, and several passengers have been heavily fined on landing here, for bringing amongst their effects small articles liable to custom-house duties:—

“Passengers who bring packages containing exclusively merchandise or objects of commerce subject to import duties, must make express mention of mark, or address, number and specification of the package, besides its contents, in the Summary Declaration which the master of the vessel has to present at the time of the customs visit. **Passengers baggage.**

“A fine of from 2\$500 reis to 50 milreis each package will be imposed on the passenger, who by fraud may have committed an infraction of this regulation.

“Neither the commanders of mail steamers, nor those of regular lines trading between the Republic and foreign ports, nor their respective companies, are responsible for any discrepancies encountered in the declarations of baggage of the passengers or of the goods subject to duties which they may bring, except proof be given that the shipmaster had knowledge that such goods existed, and had not entered same on his manifest.

“The disembarkation of passengers is permissible up to 7 P.M. whenever it is practicable, and they may bring with them on shore the travelling bags, small trunks with wearing apparel for daily use, and similar packages which do not contain articles subject to duty. The remaining packages of baggage will be discharged in a separate warehouse, by order of the Administrator of Customs Porters, and there sorted according to their marks or addresses, which they should bear, in order to facilitate the work of the examiners.

“Before the examination is commenced passengers are allowed to make declaration of the merchandise or articles subject to duties, and which in whatever manner they bring concealed.

“On the examination and checking of the baggage of passengers the examiners and other officers shall avoid minute overhauling if the social position and personal credit of the owner of the baggage merits confidence, and be above any suspicion of trickery or fraud, or unless the same be reported on suspicion.

“The following are exempt from examination of baggage:—

“1. Heads of diplomatic missions or diplomatic agents, or persons of distinction who come to reside in the Republic, to travel, or to traverse its territory.

2. Naturalists or travellers who by order of foreign Governments or commissioned by scientific societies, known to or vouched for by the respective diplomatic agent, national or foreign, may travel or pass through the territory of the Republic." (Condensed Customs Laws and Table of Revenues, Articles 390 and 400.)

Annex 2.—RETURN of Principal Articles of Import at Pernambuco during the Year 1899.

Articles.				Quantity.		Value.
						£
Bacon	..	..	..	Kilos.	159,461	3,543
Butter	..	..	..	"	709,050	56,724
Coal	..	..	..	Tons	66,303	130,943
Cod-fish	..	..	..	Drums	247,028	284,082
Candles	..	..	..	Kilos.	60,703	2,428
Flour	..	..	..	Barrels	256,464	293,180
" (arrowroot)	..	..	..	Bags	26,390	
"	..	..	..	Kilos.	3,587	2,435
Jerked beef	..	..	..	Tons	20,499	798,074
Kerosene	..	..	..	Cases	216,407	54,100
Lard	..	..	..	Kilos.	360,357	7,207
Maize and beans	..	..	..	"	1,350,848	6,330
Onions	..	..	..	"	289,850	3,864
Paper	..	..	..	Bales	1,520	7,600
Potatoes	..	..	..	Kilos.	780,955	3,470
Rice	..	..	..	"	2,426,875	32,358
Canned foods	..	..	..	"	8,171	550
Vinegar	..	..	..	"	28,078	187
Wines	..	..	..	"	1,903,888	26,990

NOTE.—1 drum of cod-fish = 128 lbs. avoird.
 1 ton 1,016 kilos.
 1 kilo. 2 lbs. 3½ ozs. avoird.
 American flour in barrels weighs 196 lbs. net.
 Trieste flour in barrels weighs 180 lbs. net.
 A bag of flour weighs 98 lbs. net.

Annex 3.—TABLE showing Total Imports of Codfish from Newfoundland during the 10 Years ended 1900.

During Year—				Number of whole Drums.*	Value.	
					£	s.
1891	..	..	..	184,662	212,361	6
1892	..	..	..	147,918	170,106	14
1893	..	..	..	223,128	256,597	4
1894	..	..	..	215,406	247,715	15
1895	..	..	..	193,382	222,390	6
1896	..	..	..	170,971	196,616	13
1897	..	..	..	193,653	222,700	19
1898	..	..	..	250,201	287,731	3
1899	..	..	..	247,028	284,082	4
1900	..	..	..	318,250	365,987	10

* Whole and half drums equal to above figures which represent whole drums of 128 lbs. avoird. net.

Annex 4.—RETURN of Exports of Sugar at Pernambuco from September, 1899, to August, 1900.

Destination.	Quantity.	
	White Sugars.	Muscovado Sugar.
	Tons.	Tons.
Liverpool .. ..	..	2,651
Lisbon and Oporto	3	5
Monte Video	454	..
New York .. ..	..	19,216
Native ports	70,951	23,395

Annex 5.—RETURN of other Exports at Pernambuco from September, 1899, to August, 1900.

Destination.	Rum, of 21° Cartier.	Alcohol, 36° to 40° Cartier.	Hides.	Cotton-seed.	Cotton.		
	Pipes.	Pipes.	Number.	Bags.*	Bags.†	Bales.‡	Tons.
Bremen ... ..	...	...	42,708	...	...	...	...
Hamburg ... ..	...	...	56,554	...	...	...	...
Liverpool ... ..	...	...	1,402	78,156	2,995	29,404	7,484
Lisbon ... ..	...	...	3,395	...	2,500	300	237
Montevideo	454	86	...	...	...	...	...
New York ... ..	...	...	30,859	...	...	...	...
Oporto	10	...	825	...	8,764	12,300	3,615
Russia ... ..	...	...	...	...	1,400	3,850	795
Native ports... ..	14,742	8,333	13	12,881	98,139	12,774	8,828

* Cotton-seed in bags of 75 kilos. each, or 165 lbs.
† Country pressed bags, weighing 165 lbs. net.
‡ Hydraulic pressed bales, weighing 400 lbs net.

PERNAMBUCO.

Annex 6.—Return of Sugar Crops at Pernambuco during the Years 1890-1900.

Month.	Quantity.									
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
September ..	Bags.* 22,099	Bags.* 11,949	Bags.* 19,855	Bags.* 58,991	Bags.* 64,520	Bags.* 13,542	Bags.* 19,090	Bags.* 12,285	Bags.* 13,875	Bags.* 17,962
October ..	204,808	142,235	126,453	239,985	231,042	78,258	104,200	117,445	146,546	153,711
November ..	273,461	383,334	309,898	237,682	403,483	238,794	259,481	279,944	293,438	311,349
December ..	406,622	385,796	349,228	413,513	449,128	249,350	266,166	291,129	272,211	334,667
January ..	316,700	343,100	251,293	342,956	494,416	347,639	283,737	286,484	241,817	284,328
February ..	284,874	229,178	205,839	240,061	352,502	371,930	219,268	242,698	191,058	221,736
March ..	236,721	160,541	188,755	216,768	302,680	336,799	148,981	226,720	127,925	189,617
April ..	178,010	100,750	133,512	212,813	206,973	190,598	97,871	122,735	84,847	96,612
May ..	87,974	48,859	96,500	131,139	144,623	116,728	47,399	116,413	60,672	67,157
June ..	52,705	14,507	43,508	66,999	86,956	75,975	24,521	35,927	19,143	21,191
July ..	23,388	7,783	32,711	32,905	39,310	38,642	11,118	19,363	7,297	6,983
August ..	8,251	7,323	19,407	25,126	9,782	9,428	6,254	7,268	3,152	5,013
Total ..	2,089,608	1,885,355	1,776,259	2,288,938	2,777,415	2,062,588	1,488,106	1,758,411	1,461,980	1,712,828

* Average weight of bag 76 kilos, or about 165 lbs. avoird.

Annex 7.—RETURN of Cotton Crops at Pernambuco during the Years 1890-1900.

Month.	Quantity.									
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
September	Bales.* 18,200	Bales.* 5,923	Bales.* 6,471	Bales.* 21,084	Bales.* 11,122	Bales.* 8,433	Bales.* 7,425	Bales.* 7,330	Bales.* 6,669	Bales.* 11,163
October	21,218	8,433	18,612	32,785	15,034	7,660	14,598	18,166	6,649	23,236
November	18,477	10,053	26,783	46,966	12,678	25,048	21,056	27,459	7,419	23,968
December	21,937	20,853	41,896	44,494	16,605	19,391	24,780	26,088	10,786	34,080
January	23,401	21,203	41,143	44,494	21,894	28,157	17,209	27,776	20,975	34,473
February	25,908	23,622	39,265	34,779	22,634	18,090	22,989	32,790	17,597	35,323
March	19,100	15,902	39,471	35,312	22,061	23,269	19,240	31,706	18,607	37,519
April	16,167	13,280	28,198	24,113	18,172	16,690	12,807	24,871	9,937	25,476
May	11,899	16,439	19,098	13,040	24,288	8,014	14,996	20,904	14,377	25,679
June	8,680	12,447	21,203	6,232	13,654	5,680	5,092	6,947	5,258	12,253
July	4,117	7,523	21,001	6,094	11,028	7,132	3,360	6,466	5,708	8,208
August	5,427	3,549	12,789	11,117	4,497	5,043	5,176	10,070	6,647	9,534
Total ..	187,565	167,900	312,112	312,268	198,667	172,427	163,967	240,572	133,579	269,830

* Average weight of bale 75 kilos, or about 165 lbs. avoird.

PERNAMBUCO.

Annex No. 8—RETURN of all Shipping at the Port of Pernambuco during the Year 1899.

ENTERED.

Nationality.	Number of Vessels.		Total.	
	Sailing.	Steam.	Number of Vessels.	Tons.
British*.. ..	88	156	244	397,825
Brazilian†	41	362	403	382,848
French	1	58	59	127,677
German.. ..	1	65	66	113,622
Belgian† .. ..	..	24	24	45,033
Italian	4	5	9	8,530
Norwegian	42	..	42	24,864
Austro-Hungarian	1	15	16	23,991
North American	6	..	6	4,060
Portuguese	1	..	1	462
Russian.. ..	3	..	3	2,056
Swedish	3	..	3	1,259
Other nationalities	8	2	10	5,465
Total	199	687	886	1,117,692
„ 1898	209	678	887	1,106,556

CLEARED.

Nationality.	Number of Vessels.		Total.	
	Sailing.	Steam.	Number of Vessels.	Tons.
British*.. ..	91	156	247	398,469
Brazilian†	36	356	392	359,244
French	1	58	59	127,677
German.. ..	..	62	62	108,388
Belgian† .. ..	..	24	24	45,033
Italian	3	5	8	7,431
Norwegian	39	..	39	23,814
Austro-Hungarian	1	15	16	23,991
North American	6	..	6	4,060
Portuguese	1	..	1	462
Russian.. ..	3	..	3	2,056
Swedish.. ..	3	..	3	1,259
Other nationalities	7	2	9	5,185
Total	191	678	869	1,104,569
„ 1898	199	671	870	1,096,077

* Includes Pacific Steam Navigation Company and Royal Mail Steamers calling off this port to land passengers and mails.

† Besides 696 barges, representing 20,184 tons (entered), and 622 barges representing 18,350 tons as cleared.

‡ These steamers, although under the Belgian flag, are British vessels belonging to Messrs. Lamport and Holt, and manned by British officers and crews.

Annex No. 9.—RETURN of all Shipping at the Port of Pernambuco during the Year 1900.

ENTERED.

Nationality.	Number of Vessels.		Total.	
	Sailing.	Steam.	Number of Vessels.	Tons.
British*.. ..	93	152	245	308,144
Brazilian†	24	375	399	332,036
French .. ..	..	47	47	89,717
German.. ..	3	82	85	161,709
Belgian ‡ .. ..	..	15	15	28,436
Italian	4	..	4	1,826
Norwegian	39	1	40	28,461
Austro-Hungarian .. ..	..	18	18	27,050
North American	5	..	5	3,076
Portuguese	7	1	8	6,032
Russian.. ..	5	1	6	4,222
Swedish	1	..	1	294
Other nationalities	2	3	5	1,696
Total	183	695	878	987,700
„ 1899	199	667	866	1,117,692

CLEARED.

Nationality.	Number of Vessels.		Total.	
	Sailing.	Steam.	Number of Vessels.	Tons.
British*.. ..	94	150	244	305,612
Brazilian†	25	376	401	333,632
French .. ..	..	47	47	89,717
German.. ..	3	81	84	159,768
Belgian‡ .. ..	..	15	15	28,436
Italian	4	..	4	1,826
Norwegian	41	1	42	24,612
Austro-Hungarian .. ..	..	18	18	27,050
North American	4	..	4	2,460
Portuguese	6	1	7	5,278
Russian.. ..	2	1	3	2,109
Swedish.. ..	1	..	1	294
Other nationalities	3	3	6	2,034
Total	183	693	876	932,828
„ 1899	191	678	869	1,104,569

* Includes Pacific Steam Navigation Company and Royal Mail Steamers calling off this port to land passengers and mails.

† Besides 823 barges representing 24,248 tons (entered), and 796 barges (cleared), representing 23,482 tons.

‡ These steamers, although under the Belgian flag, are British vessels belonging to Messrs. Lamport and Holt, and manned by British officers and crews.

DESCRIPTION of Cargoes carried in British Vessels which
Entered the Port of Pernambuco during the Years
1899-1900.

Description of Cargo.	1899.		1900.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
*General merchandise ..	151	354,070	122	239,069
Codfish	69	14,300	85	17,903
Coal	8	6,838	8	10,280
Coffee .. ..	..	..	1	2,340
Maize	1	571	..	..
Rubber .. ..	..	..	1	1,094
Kerosene .. ..	..	..	1	735
Hay .. ..	..	..	1	761
Resin and timber ..	1	419	..	..
In ballast	5	6,549	18	19,201
In distress for repairs, coal, or provisions ..	9	15,078	8	16,731
Total	244	397,825	245	308,144

* Includes the Royal Mail and Pacific Steam Navigation Company's steamers calling off this port to land passengers and mails.

CEARÁ.

Mr. Vice-Consul Studart reports as follows:—

General
remarks.

The state of the foreign trade was very unsatisfactory during the year 1900. This is somewhat explained by the extraordinary drought experienced, the greatest ever recorded; the rainfall being only 566 millimetres, against 2,763 millimetres in 1899, and by the financial crisis affecting Pará and Amazonas.

Every year a large number of people emigrate from this to the above-mentioned States where they are engaged by the "Seringueiros" as rubber gatherers, and owing to the very low price of rubber and great scarcity of money there, the emigrants have not returned with money as was usual.

RETURN of Principal Articles Exported from Ceará during the
Years 1898-1900.

Articles.	Quantity.		
	1898.	1899.	1900.
	Tons.	Tons.	Tons.
Cotton	604	948	927
Coffee	39	16	42
Rubber	1,008	520	436
Skins and hides..	2,626	1,463	1,639
Wax	253	103	169
Sugar .. ..	..	1	1

RETURN of Principal Articles Exported from Ceará during the Year 1900.

Destination.	Quantity.						
	Cotton.	Coffee.	Rubber.	Skins	Hides.	Wax.	Sugar.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe	289	1	408	25	1,080	46	...
United States of America ...	...	...	27	394	180	116	...
Native ports	638	41	...	...	...	8	1

The official values of exports in 1898-1900 amounted to :—

For—	Value.	
	Currency.	Sterling.
	Milreis.	£ s. d.
Europe	8,922,414	371,767 5 0
United States of America..	10,391,112	432,963 0 0
Native ports	8,289,782	345,407 12 6

NOTE.—Calculated at the exchange of 10*d.* per milreis.

RETURN of Imports to Ceará during the Years 1899-1900.

Country.	Official Value.			
	1899.		1900.	
	Currency.	Sterling.	Currency.	Sterling.
	Milreis.	£ s. d.	Milreis.	£ s. d.
United Kingdom.. ..	8,081,286	128,886 18 4	4,816,358	200,681 11 8
Germany .. .	1,120,503	46,687 12 6	1,318,822	56,200 18 4
France .. .	715,903	29,829 5 10	614,297	25,595 14 2
United States of America	1,805,130	54,380 8 4	1,143,045	47,626 17 6
Portugal .. .	182,082	7,586 15 0	483,556	20,148 8 4
Belgium .. .	181,391	7,557 19 2	664	27 13 4
Uruguay .. .	145,734	6,072 5 0	111,457	4,644 0 10
Total .. .	6,732,029	280,501 4 2	8,518,199	354,924 19 2

NOTE.—Calculated at the exchange of 10*d.* per milreis.

As it is seen the bulk of the import trade continues to be with the United Kingdom, next coming Germany, and in third place the United States of America.

The difference in the imports between 1899 and 1900 is due to the large importation of rice and beans from the United Kingdom, and of Indian corn and flour from the United States of America.

The total of all shipping, Brazilian inclusive, has been 342 Shipping-vessels with 266,584 tons and 11,558 crews, against 315 vessels during the preceding year.

(760)

B 1

Most of the Brazilian vessels entered with cargoes of cereals for the famine stricken people.

The total for foreign shipping was 36 vessels with 41,826 tons and 1,159 crews. Of these 24 vessels were British with 27,675 tons and 709 crew.

Harbour.

I regret to have to state that the port of Ceará is getting worse, the foreshore is gradually extending and filling up the inner anchorage. The small pool where barges or lighters anchor is also becoming very shallow. Owing to the constant heavy surf cargo is landed very often in a damaged condition.

Health.

The public health has been comparatively good, which is to be wondered at, considering that the place is overcrowded with thousands of emigrants, and considering the disease that prevails amongst them. The number of deaths was 2,016, viz., adults, 954; children, 1,062; males, 1,021; females, 995; of which 1,994 were natives and 22 were foreigners. Of the 2,016 deaths officially registered 1,037 were under 10 years of age. Compared with the last five years the following figures give the return of deaths:—

Year.						Number of Deaths.
1895	..	..	..	..	..	1,514
1896	..	..	..	..	..	1,531
1897	..	..	..	..	..	1,743
1898	..	..	..	..	..	1,463
1899	..	..	..	..	..	1,937
1900	..	..	..	..	..	2,016

Cattle have been free of any epidemic disease, but have died by thousands from want of water and pasture. As a consequence the price for cattle ruled very high, and for this reason the poor and middle classes could not afford to live on beef.

RETURN of all Shipping at the Port of Ceará during the Year 1900.

ENTERED.

Nationality.	Sailing.			Steam.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British ..	1	143	8	23	27,532	701	24	27,675	709
Brazilian..	14	6,041	438	292	218,717	9,966	306	224,758	10,399
Norwegian ..	5	1,719	47	..	..	..	5	1,719	47
Portuguese ..	..	..	..	3	6,983	298	3	6,983	298
French ..	..	..	..	2	3,842	76	2	3,842	76
Russian ..	1	1,438	19	..	..	..	1	1,438	19
American ..	1	669	10	..	..	..	1	669	10
Total ..	22	10,010	517	320	266,574	11,041	342	266,584	11,558

CLIMBED.

Nationality.	Sailing.			Steam.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British ..	1	143	8	23	27,334	696	24	27,477	704
Brazilian..	14	6,041	438	292	218,717	9,966	306	224,758	10,399
Norwegian ..	6	2,156	56	..	..	..	6	2,156	56
Portuguese ..	..	..	..	3	6,983	298	3	6,983	298
French ..	..	..	..	2	3,842	76	2	3,842	76
Russian ..	1	1,438	19	..	..	..	1	1,438	19
American ..	1	669	10	..	..	..	1	669	10
Total ..	23	10,447	526	320	266,376	11,086	343	266,823	11,562

NOTE.—Total for the preceding year, 315 vessels with 286,680 tons and 10,289 crews.

MACEIÓ.

Mr. Vice-Consul Goble reports as follows :—

I have delayed my commercial report hoping to be able to furnish statistics of imports, but I find it quite impossible to get information from the authorities here, and no reports are published.

Imports.

Imports, which in 1899 had been upon a smaller scale than usual, increased again in 1900, but as no figures are published I cannot give particulars. British and German ale, which used to be imported in large quantities, has been quite superseded by a native beverage brewed in the State of São Paulo. Hessians and Hessian bags, which formerly nearly all came from British mills, are now largely imported from the State of Pernambuco, where they are manufactured.

Navigation.

In former years almost everything was imported in British vessels; later, the State Government subsidised a line of French steamers and for some years this line carried a fair proportion of the imported goods. The Law which put a stop to coasting trade in foreign vessels made a considerable difference in the value of Maceió as a port of call to foreign steamship companies, and the State Government falling into arrears in the payment of the subsidy, an important British line of steamers and the above-mentioned French line ceased to call at this port. This gave an impetus to German trade, and German steamers now call here twice a month, without receiving any subsidy, but as these steamers are somewhat irregular in their calls dealers would much prefer the old order of things, when they could count almost to a day when their goods would arrive. The steamers of the only British line which continues to call here regularly invariably call at Pernambuco first, and are there detained from eight to 14 days. The State's financial position being now much sounder than it has been for some years, it appears to me that there is now an opening for a first-class line of British steamers to make Maceió a port of call with outward cargo; probably, not only could a subsidy be arranged, but special privileges with reference to port charges might be obtained.

Crops.

The exports for 1898-1900 seasons were as follows :—

Articles.				Quantity.	
				1898-99 Crop.	Increase or Decrease, 1897-98.
Sugar ..	..	..	Tons ..	32,436	— 12,354
Cotton ..	..	..	Lbs. ..	2,230,760	+ 1,688,730
Cotton-seed ..	..	..	Bags ..	31,662	— 9,371
Maize ..	..	..	" ..	7,548	+ 4,440
Hides ..	..	..	Number ..	11,751	+ 8,434
Rum ..	..	..	Pipes ..	3,425	+ 1,161

The 1899-1900 crop was a larger one, there being an increase of—

Articles.				.	Quantity.
Sugar	..	..	..	Tons ..	1,577
Cotton	..	..	..	Lbs. ..	2,748,645
Cotton-seed	..	..	..	Bags ..	28,597
Maize	..	..	..	" ..	2,619
Hides	..	..	..	Number	5,705

Oil-cake has ceased to be an article of export, all this produce now being consumed in the country, probably owing to the failure of rains in the districts of Ceará and Bahia, also to the fact that an important oil-mill was destroyed by fire some years ago and never rebuilt, and the seed it was accustomed to use is now shipped in its natural state.

The production of rubber has increased to a small extent; Rubber: manicoba has been planted as a trial, but it will be some time before the result can be known.

Centrifugal sugar factories up to the end of 1899-1900 crop Sugar were doing a good business, and, notwithstanding the fact that factories. they have invariably been started with insufficient capital, those in this State are mostly in a flourishing condition. The Uzina Cansanção de Sinimbu is the only one which publishes any report. A few years ago it was by many considered to be hopelessly in debt, but all debts have now been paid off and a dividend of 10 per cent. given to the shareholders. The present low prices of sugar in the South of Brazil and the general bad trade in that district, together with increased export duties from Maceió, will, no doubt, have a very prejudicial effect upon these concerns, and all factories are now making "Demerara" sugar for export to Europe and the United States, which, judging from current prices, cannot be a very remunerative business.

Cotton-mills have continued to flourish and to pay good Cotton-mills. dividends.

One mill, worked by water power, paid equal to 36 per cent. last season, and it is estimated that the next dividend will amount to about the same. Another, worked by steam, which is gradually paying off debts incurred owing to its having been started with insufficient capital, paid 10 per cent., but water power now having been utilised, it is anticipated that for the future it will become as flourishing as the first-mentioned establishment. Another mill, which has no water facilities, paid 18 per cent. Comparing these results with those of Lancashire mill-owners it is, perhaps, to be wondered at that more attention is not paid to the establishment of mills abroad where the raw material exists, and where the manufactured article is protected by heavy import duties.

The port improvement works have not yet been started, but Harbour the scheme has not been abandoned though in all probability it will be.

Public health has been good.

Health.

RETURN of all Shipping at the Port of Maceió during
the Year 1900.

ENTERED AND CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	16	3,786	28	38,123	44	41,909
Brazilian*	..	..	174	143,975	174	143,975
German ..	1	674	26	43,952	27	44,626
Norwegian ..	2	995	..	..	2	995
Total ..	19	5,455	228	226,050	247	231,505

* A large number of small schooners carry produce in and out of port coast-wise, but no returns are obtainable.

RETURN of all Shipping at the Port of Penedo during
the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	..	..	..	..	..	..
Brazilian..	106	2,279	92	28,176	198	30,455
Total ..	106	2,279	92	28,176	198	30,455
„ 1899 ..	87	2,595	95	32,403	182	34,998

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	..	..	..	..	..	..
Brazilian..	106	2,279	92	28,176	198	30,455
Total ..	106	2,279	92	28,176	198	30,455
„ 1899 ..	86	2,220	95	32,424	181	34,644

The State of Piauhy.

Parnahyba, the capital of the State of Piauhy, is a small town of about 8,000 inhabitants.

The foreign trade of the town is carried on by means of the steamers of the Liverpool and Maranham Steamship Company, ^{The port of Tutoia.} which call monthly at the port of Tutoia, situated some 93 miles from Parnahyba, at the mouth of the river. Cargo is discharged at Tutoia into lighters, which are towed by a steam launch to Parnahyba.

Local communication is kept up by the Brazilian steamers of the Maranham Steamship Company, drawing 10 to 12 feet, which call once a fortnight at Tutoia.

The rates of freight from Parnahyba to Liverpool rule as follows:—

Articles.				Rates of Freight.		
				£	s.	d.
On cotton	Per lb. avoird ..			0	0	0½
„ hides	„ ton of 40 cwts. ..			3	10	0
„ carnauba wax	„ ton			2	10	0
„ rubber	„ „			2	5	0

Communication inland is chiefly carried on by means of river boats; there is no railway and, consequently, freights are very high. There is, however, telegraphic communication with all parts of the world.

A fair trade is done in general merchandise, especially in such goods of foreign manufacture as prints, white shirtings and thread. Wholesale prices generally obtain 20 per cent. on gross value (*i.e.* first cost and duty at 10 months' credit).

At present the only opening for foreigners would seem to be in railways, cotton-mills and soap manufactures.

The State of Piauhy (which has been lately added to the Consular district of Pernambuco) is almost exclusively devoted to cattle raising, the cultivation of the soil being limited to a small amount of cotton in certain districts for export, and such cereals as beans, maize and manioc for home consumption. The wealth of the State consists in its pasturage which supports large herds of cattle, but hardly any sheep or goats. The cattle trade appears to have but little outlet by sea, owing to the nature of the port and bar, which give but scanty facilities for suitable steam tonnage for the transport of cattle to the neighbouring market of Pará, which is largely supplied from the River Plate ports.

The distribution of cattle from the interior to the adjoining and Southern States is carried on to a considerable extent, but owing to a complete lack of statistics I am unable to give an estimate of the number of horned beasts exported.

The highland districts of Ceará, Rio Grande do Norte,

Parnahyba and Pernambuco are largely supplied from the State of Piauh; the cattle are driven down in easy stages, obtaining pasture on the road, and large herds often arrive in this State after three months' journey. The cattle are left in the highlands of this State to fatten after their journey, and then are driven to the nearest railway station for transport to the city.

Exports. Annexed is a return giving the principal articles of export from the State of Piauh, with official values, during the years 1899-1900.

In this return is not included what has been exported by way of Pará, Maranham and Ceará to New York.

Parnahyba is fully 500 miles (by sea) north of Pernambuco, with which infrequent communication is maintained.

RETURN showing the Principal Articles of Export from Parnahyba during the Years 1899-1900.

1899.

Articles.		Quantity.	Exported to—	Official Value.	
				Currency.	Sterling.*
Dry hides	...	4,806	Lisbon ...	Reis. 39,115 200	£ s. d. 1,303 18 9
"	...	51,741	} Oporto ...	1,446,038 600	48,201 5 9
Cotton	...	7,767			
Hides	...	21,603			
Cotton	...	3,448			
Rubber	...	1,920	} Liverpool ...	838,675 820	27,955 17 2
Resin	...	691			
Cotton-seed	...	334			
Carnauba wax	...	333			
Damaged cotton	...	55			
Bones	...	34			
Jaborandi	...	30			
Capiri	...	30			
Senna	...	15			
Isinglass	...	12			
Beeswax	...	3	} Hamburg ...	228,804 900	7,626 16
Resin (medicinal)	...	2			
Hides	...	5,042			
Rubber	...	684			
Total	2,552,634 520	85,067 16

Exchange: 8d. per milreis at Parnahyba.

1900.

Articles.		Quantity.	Exported to—	Official Value.	
				Currency.	Sterling.*
Salted hides ...	...	2,118	Lisbon ...	Reis.	£ s. d.
Cotton ...	Bales ...	178		27,565,000	918 17 1
Dry hides ...	...	55,943	Oporto ...	1,433,283 450	47,776 2 4
Cotton ...	Bales ...	8,219			
Dry hides ...	...	9,141			
Cotton ...	Bags ...	8			
Rubber ...	Packages ...	2,056			
Resin ...	"	949			
Cotton-seed ...	Bags ...	2,150			
Carnauba wax ...	"	617			
Damaged cotton ...	"	38			
Hones ...	"	3	Liverpool ...	790,513 180	26,350 8 9
Jaborandi ...	Packages ...	7			
Horns ...	...	6,615			
Horsehair ...	Packages ...	168			
Feathers ...	"	20			
Isinglass ...	"	9			
Meo copaliba... ..	"	6			
(Meo de mamão, or castor oil ...	"	1	Hamburg ...	9,966 000	322 4 0
Dry hides	1,341			
Total	2,261,028 230	75,367 12 2

Exchange: 8d. per milreis at Parnahyba.

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No. 2602 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

BRAZIL.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF
PORTO ALEGRE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2454.

*Presented to both Houses of Parliament by Command of His Majesty,
MAY, 1901.*

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1901.

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No. 2602.

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Reference to previous Report, Annual Series No. 2454.

*Report on the Trade and Commerce of Porto Alegre for the Year
1900*

By MR. CONSUL ARCHER.

(Received at Foreign Office, April 29, 1901.)

For the last two or three years the business situation of Porto Alegre has been passing from bad to worse, and 1900 shows no alteration in this respect. The gloomy prospects in view at the time of my last report have unfortunately become a reality, and though during the first six months there was a further falling-off compared with the previous year, it was only when the sudden rise of exchange in June and July put a complete stop to business as far as dry goods are concerned, that the crisis became acute and has continued so ever since. Introductory remarks.

The situation has been still further strained owing to the failure of two important firms, one having houses in Porto Alegre and Rio Grande and the other in Pelotas. Failures.

The former was largely engaged in the exportation of produce, and its failure has been severely felt owing to the disorganisation caused by its withdrawal from the market, and its being no longer able to afford the facilities it had hitherto given to producers in finding a market for their goods.

The Pelotas house was also largely engaged in financing the charqueadores (jerked beef manufacturers) as well as shippers of that article to the north of Brazil, and both did a banking business and held money in deposit on account of people up country, so that there can be little doubt these failures have helped to aggravate, throughout the whole State, the critical condition of business, which is worse at present than has ever been known.

Money seems to have almost ceased to circulate, and nearly all the dealers with the interior are much behindhand with their payments. Recoveries are in fact most difficult, and such is the position of affairs that, although some dealers are as much as 12 months overdue in their payments, anything in the way of forcible measures would in all probability bring about a general crash. Shortness of money.

The stamp and consumption taxes imposed by the Federal Stamp duties.

Government have also contributed to produce the present situation, and no doubt have drained a large amount of money out of the State.

Some of the State taxes are particularly annoying, for every show-card, ticket, price label, &c., exposed to public notice must bear a stamp of 30 reis (value, at 10*d.* exchange, about $\frac{1}{4}$ *d.*), every price ticket in a shop window and every notice of "this house to let" must bear a stamp.

Imports. With regard to importation, although no statistics are to be had, it has certainly fallen off enormously, especially during the latter half of the year.

Heavy stocks. The stoppage of sales resulting from the sudden rise in exchange, which caused all classes of buyers to hold off, left importers with very heavy stocks which they have not been able to reduce since, and this fact combined with the rise in prices in Europe has made it impossible for them to make new purchases.

Competition of native mills. Joined to this the list of articles in dry goods, which can be profitably imported, is constantly decreasing owing to the competition of native mills in Rio de Janeiro, St. Paulo, and this State.

Importation of dry goods. While exchange remains at its present figure (about 10*d.*) it does not pay to import the plainer kinds of cotton-goods such as domestics, oxfords, denims, shirtings, &c., except some special qualities on a small scale, prints being about the only article remaining in which anything like an important business is done in dry goods with the United Kingdom.

At the present time, however, all the importers are overstocked with prints owing to the falling-off in the demand.

Fancy cotton dress goods are also imported from the United Kingdom on a regular scale when business is normal, but the amount is not very large.

Cotton trouserings (cassinettes and similar goods) which formerly came from the United Kingdom in considerable quantities, now come principally from Italy, though as far as this State goes they suffer strong opposition from the goods of a factory established by an Italian company in the city of Rio Grande.

Hosiery when not of native make now comes almost entirely from, or at least via, Germany.

Cotton laces come principally from the United Kingdom. A few of native make have appeared in the market but they do not seriously compete.

Baizes still come principally from the United Kingdom, but the consumption is not large and is very irregular, and a native mill in Rio Grande produces a good article which competes to a certain extent; the British baizes, however, have the advantage in finish and colour.

The above remarks apply principally to goods for sale up country which form the bulk of the Porto Alegre trade.

There are many other things imported in unimportant quantities

and the city shopkeepers, of course, import small lines of the more expensive materials and fancy goods for the retail trade, but they are scarcely worth mentioning specially.

Many of the hardware importing firms being German they naturally give the preference to German articles as far as they can, but on the whole the larger share of the trade falls to the United Kingdom, as the native and Portuguese houses have no such preference and buy where they find it suits them best. Hardware.

Fencing wire, small machinery, bar and sheet-iron, come principally from Germany, as well as enamelled and wrought-iron hollow-ware. Locks come principally from Germany and France. Hinges come from the United Kingdom, Germany, and France according to the style and quality required. Axes come almost exclusively from the United States and Germany, the former having the bulk of the business. Hoes come from the United Kingdom, also cast and tinned hollow-ware, soda ash, caustic soda, galvanised-iron sheets, tin, spades and shovels. British cutlery and tools also have the preference.

Taken altogether hardware comes principally from the United Kingdom, but it is a general complaint that British makers do not put their goods up so neatly and effectively as their competitors, who are always striving after attractiveness in making up goods for sale and are willing to carry out the suggestions of their customers whenever possible. There is no doubt this has great influence with buyers, and a neatly parcelled article of inferior quality, especially if cheaper, is more saleable than a better one got up in an unattractive way. I think it would be well worth the while of British manufacturers and exporters to give more attention to this detail.

In the earthenware trade, the bulk of which is in the commoner qualities such as granite, painted and common chinaware, the United Kingdom has the principal share, but painted and common chinaware from Holland is beginning to compete, and is generally better finished, the material being whiter and the glaze more brilliant. The colours in the painted ware are also brighter and the designs neater, while the shapes in both classes are newer and prettier than in similar British goods, which continue to come in the old designs and shapes, no endeavour being made, apparently, to get out of the beaten track, so that anything in the way of novelty offered by competitors immediately attracts attention. The differences are not great but they are sufficient. Earthenware.

A kind of porcelain, or half porcelain as it is called, comes chiefly from Germany and Belgium; glassware from Bohemia and Germany. Common glassware—tumblers, lamp chimneys, medicine bottles, &c.—is now little imported, being made locally.

Haberdashery and small wares for the country trade, of cheap and ordinary quality, come principally from France and Germany. For the town trade better qualities come from France.

It is impossible, however, in the absence of statistics to know exactly where the different goods come from, much of what is

shipped from Germany and considered German being manufactured in Austria, Switzerland, and other places.

Perhaps with the introduction of Consular invoices, which are to be furnished with all shipments from the beginning of 1901 and will give the quantities, values, and place of origin of all goods, an opportunity will be afforded in future of giving these particulars and of knowing exactly the proportion of trade with each country.

At present Germany is probably credited with a good deal of trade in articles which come from other countries, and are shipped in Hamburg, many of the importers having their correspondents there who buy and ship the goods from that port even when bought in France or the United Kingdom.

This is due in some measure to the facilities afforded by the regular steamship lines from Hamburg, with sailings twice per month, a considerable quantity of through shipments from the United Kingdom being now made via Hamburg.

The exports from here are chiefly to the northern ports of Brazil. There are no regular shipments to the United Kingdom for which even no facilities exist, and it is a difficult matter to get a stray package of anything sent there.

The chief articles exported in 1900 are shown in the following table:—

TABLE showing the Principal Articles of Export from Port Alegre during the Years 1900-1899.

Articles.		1900.*				1899.†			
		Quantity.	Value.			Quantity.	Value.		
			Currency.	Sterling.			Currency.	Sterling.	
			Milreis.	£			Milreis.	£	
Lard	Tons	3,785	2,695,634	103,694	Tons	1,098	3,264,525	95,215	
Mandioca flour	"	20,698	2,690,448	103,694	Bushels	1,138,929	6,491,258	189,328	
Ox and cow-hides	"	1,959	1,984,321	76,479	Tons	2,145	3,009,396	90,396	
Jerked beef	"	1,642	1,165,059	44,518	"	660	472,011	13,766	
Raw tobacco	"	1,857	918,717	36,216	"	3,757	1,902,975	55,503	
Salted pork	"	802	440,513	16,798	"	678	488,669	12,794	
Leather	"	168	367,904	13,782	"	200	464,417	13,545	
Eggs	Dozens	516,690	220,693	8,606	Dozens	553,236	266,221	7,647	
Hair	Tons	90	172,106	6,638	"	...	...	...
Beeswax	"	454	184,513	6,188	Tons	54	148,343	4,326	
Tallow	"	136	99,227	3,824	"	...	...	...
Woollen ponchos, &c.	Dozens	255	73,991	2,862	Tons	12	99,642	2,906	
Starch	Tons	206	42,186	1,626	"	...	...	...
Grease	"	34	27,994	1,079	"	...	...	...
Horns	Horns	183,808	27,118	1,045	"	...	...	...
Mule saddles	Dozens	142	26,164	1,009	"	...	...	...
Pea-nuts	Tons	175	25,014	964	Bushels	19,100	98,703	2,878	
Canned meats	"	...	...	...	Tons	227	182,514	5,323	

* Average exchange, 9½d. per milreis. † Average exchange, 7d. per milreis. ‡ Not specified.
 Note.—The total is made up by a number of small articles which are not specified in the notes kindly furnished to me by the director of the State Treasury.

Steamship
facilities
from
Hamburg.

Exports.

The destinations were as follows :—

Place.	Articles.	Quantity.	Value.	
			Currency.	Sterling.
			Milreis.	£
Hamburg	Hair Tons ...	30	57,360	2,211
	Hides " ...	1,705	1,706,700	65,780
	Horns " ...	175	25,900	999
	Beeswax " ...	29	87,000	3,353
		...	1,876,960	72,343
New York	Hides " ...	60	60,060	2,315
	Hair " ...	32	61,184	2,356
		...	121,244	4,673
Trieste	Hides " ...	32	32,032	1,235
Buenos Ayres	Mandioca flour	120	15,600	601
Monte Video	" " ...	205	26,650	1,027
Other parts of Brazil	Lard " ...	3,785	2,695,634	103,894
	Mandioca flour	20,373	2,648,490	102,077
	Beans " ...	16,401	2,228,226	85,879
	Jerked beef	1,642	1,155,059	44,518
	Tobacco " ...	1,687	830,000	31,980
	Salted pork	802	440,513	16,978
	Leather " ...	163	357,604	13,782
	Eggs Dozen ...	516,690	220,693	8,505
	Beeswax Tons ...	16	48,000	1,900
	Tallow " ...	136	99,227	3,824
	Fonchos Dozen ...	256	73,991	2,852
	Starch Tons ...	206	42,186	1,626
	Grease " ...	34	27,994	1,079
	Mule-saddles Dozen ...	142	26,164	1,009
Falmouth	Peanuts Tons ...	175	25,014	964
	Sundries ... .. " ...	...	1,059,359	40,829
		...	11,978,154	461,707
Falmouth	Hides Tons ...	153	154,969	5,974
	Horns " ...	8	1,218	46
		...	156,207	6,020

NOTE.—Exchange calculated at 9½d. per milreis.

In 1899 only the values were obtainable which I now give for comparison :—

Place.	Value.	
	Currency.	Sterling.
	Milreis.	£
Other parts of Brazil	16,760,491	488,847
Hamburg	2,522,755	73,575
New York	1,540,828	44,926
Antwerp	238,624	6,959
English Channel	151,738	4,425
Trieste	149,655	4,365
Bremen	122,199	3,560

NOTE.—Exchange calculated at 7d. per milreis.

A considerable part of the tobacco crop is usually sent to Hamburg and one or two other European ports, but in 1900
(771) A 4

apparently none was sent to Europe, nearly all of it going to the north of Brazil.

The total official value on which State export duties were paid in Porto Alegre during 1900 was 14,617,704 milreis (at 9½*d.*, 563,391*l.*), against 21,584,408 milreis (at 7*d.*, 629,535*l.*) in 1899. This shows a very great falling-off during 1900, but the rise in exchange had the effect of lowering prices materially even of goods not sold on a gold basis. In 1899 the average exchange here was 7*d.* per milreis, while in 1900 it was about 9½*d.*

It is almost impossible, therefore, to draw a correct comparison between one year and another with such great fluctuations in exchange, and it is probable the average rate does not represent the real effect on prices, for the exportation may have been principally made when exchange was near its highest or its lowest point. In addition to this there is, of course, the usual influence of supply and demand.

A considerable decrease will be observed in the quantities of some articles, the natural consequence of the bad harvest of 1899-1900, but from the beginning of 1900 it became compulsory to sell cereals, &c., by weight instead of by litre as formerly, which makes comparison of quantity difficult in some cases.

The official values are fixed weekly by a committee of the *Praça do Commercio* (Chamber of Commerce) and are usually somewhat below the actual market price.

The returns for the whole State for 1900 are not yet to be had, but in 1899 they were 58,096,800 milreis (at 7*d.*, 1,694,490*l.*), against 62,583,129 milreis (at 7*d.*, 1,825,341*l.*) in 1898.

Of the former amount the port of Rio Grande contributed 425,340*l.*, and Pelotas 439,886*l.* In 1897-98 the relative proportions were about the same, so they probably remain so in 1900.

Shipping and navigation.

There were no entries or clearances of foreign vessels at Porto Alegre in 1900, the re-opening of the custom-house having been too recent for any alteration in the shipping of the port to be felt.

It is very unlikely, however, that sailing vessels will frequent the port to any extent, or even as much as formerly.

Freights.

Freights by the regular steamship lines are almost, if not quite, as low as sailing vessels can profitably work at, and such differences as there may be in favour of the latter are more than wiped out, even on rough goods, by the saving in interest and insurance, and the regularity and punctuality in receiving goods by steamer.

For some time during the year, owing to the rivalry between the two lines from Hamburg, freights were cut down to a very low figure, but the opposition being now at an end there has been a return to normal rates, viz.: rough goods, 30*s.* to 35*s.* per ton; manufactures, 40*s.* per ton; with 10 per cent. for lighterage, which are the rates now charged by the Hamburg-Sud-Amerikanische and the Hamburg-Amerika companies from Hamburg and also on through bill of lading from the United Kingdom.

The freights from Liverpool by Messrs. Lamport and Holt's line are at present 40s. for all classes, with 10 per cent. primage, lighterage and landing expenses being for account of consignees. These rates are 10s. higher than to the port of Rio Grande.

Sailing vessels also used to charge 10s. over the Rio Grande rates, while the loss of time in receiving cargo as compared with steamers was increased by the delay in discharging part of their cargo in Rio Grande and the long run up to Porto Alegre which, owing to the shallows and winding channels at both ends of the lake, sometimes took even as much as a month in unfavourable weather, while a steamer does the run regularly in about 24 hours at most.

Sailing vessels can hardly compete as at no time were freights by them lower than 30s. to Porto Alegre for any class of goods from Europe.

The custom-house was re-opened on September 1 and though, owing to doubt on the part of the business community that the Government might again postpone the opening, direct shipments only began to arrive some time afterwards, they have gradually increased, although for the reasons already stated the import trade has fallen off enormously.

The re-establishment of the custom-house has put an end to the delays, annoyances, and losses (explained in previous reports) to which Porto Alegre importers were subjected in having to despatch their goods in Rio Grande.

An instance of what these difficulties were is afforded by some packages of office requisites sent out by the Foreign Office for the use of this Consulate.

Custom-house.

Difficulties in Rio Grande custom-house.

After about three months had elapsed before the Treasury order for the free delivery of the goods was granted, it was at last received on December 22, and instructions were at once sent down to a custom-house agent in Rio Grande to despatch the goods, the parcels having been sent out to that port before the custom-house in Porto Alegre was re-opened. Fresh delays then occurred, whether due to the difficulties and obstacles encountered in the Rio Grande custom-house or to want of activity on the part of the custom-house agent, it is difficult to say, probably to both, and I was obliged to telegraph protesting against the delay.

I was then informed that the packages would come out of the custom-house the same day and would be sent up by first opportunity. More than a fortnight again passed before they were finally received here on February 9, about eight weeks after the order from the Treasury was received authorising their free despatch. As these things were sent off by the Foreign Office in June last it has taken eight months for me to get them. Even then one package was not sent up, and I was advised that it had been delivered to the Porto Alegre custom-house.

If such delay occurs in the despatch of official packages allowed to pass duty free, it may, perhaps, be imagined what happens with ordinary merchandise.

Goods frequently remained so long in the custom-house from

one cause or another that extra storage (which is excessively heavy) had to be paid even when every effort had been made, as far as the owner of the goods was concerned, to get delivery as quickly as possible.

Instances have occurred of goods having been sold while in the custom-house of Rio Grande, and the delay in obtaining possession of them has been so great that months have passed and the buyer has refused to take delivery when at last they have arrived.

It would be hard, in fact, to exaggerate the delays, losses, and annoyances Porto Alegre importers suffered in being obliged to have their goods landed at Rio Grande.

No doubt some of the fault was due to the inefficiency and want of zeal on the part of the custom-house agents in Rio Grande, but whether the blame lay with the custom-house or the agent, or both, the result to the Porto Alegre importer was equally disastrous.

Under such circumstances the re-opening of the Porto Alegre custom-house was a distinct relief to the importers here from the obstacles and vexations they encountered on all sides at Rio Grande.

State finances

The accounts showing the revenue and expenditure of the State Government which were presented to Congress at the annual session in September last are only made up to December 31, 1899, and on that date continued to present a satisfactory result.

The revenue amounted to 11,098,249 milreis (at 9½d. equals 427,745*l.*) and the total expenditure to 11,530,018 milreis (444,386*l.*), including 1,027,996 milreis (39,621*l.*) extraordinary expenditure in public improvements, roads, &c., which leaves a nominal deficit of 431,769 milreis (16,641*l.*), but a surplus over the ordinary expenditure of 596,227 milreis (22,980*l.*). In the ordinary expenditure the sum of 350,000 milreis (13,490*l.*) reduction of debt is included.

The various items of revenue and expenditure have been given in several previous reports, and remain virtually the same; it is, therefore, unnecessary to repeat them seriatim. Compared with previous years the revenue continues to increase, as will be seen by the following table:—

Year.	Currency.			Sterling.		
	Revenue.	Ordinary Expenditure.	Surplus.	Revenue.	Ordinary Expenditure.	Surplus.
	Milreis.	Milreis.	Milreis.	£	£	£
1897* ..	9,635,516	7,971,695	1,663,821	281,036	232,508	48,528
1898* ..	10,819,718	10,256,696	563,022	315,575	290,153	16,422
1899† ..	11,098,249	10,502,022	596,227	427,745	404,765	22,980

* Exchange, 7*d.* = 1 milreis.† Exchange, 9½*d.* = 1 milreis.

The public debt which stood at 4,165,250 milreis (at 7*d.* exchange, 121,486*l.*) on December 31, 1898, was reduced to 3,814,250 milreis (at 9½*d.* exchange, 147,008*l.*) on December 31, 1899.

The difficulty of making correct comparisons in sterling with such great variations in exchange is seen above, where the debt, which is all internal and in currency, is shown to be considerably more, in sterling, in 1899 than it was in 1898, though as a matter of fact it had been reduced actually by nearly 9 per cent.

Provision was made in the Budget of 1900 for a further reduction of 350,500 milreis (at 9½*d.* equals 13,509*l.*), so that on December 31 last the debt should stand at 3,463,750 milreis (at 9½*d.* equals 133,499*l.*) having been reduced from 7,855,750 milreis (at 9½*d.* equals 302,774*l.*) to 3,814,250 milreis (at 9½*d.* equals 147,008*l.*) in six years.

In his message to the State Congress the President, alluding to this subject, makes the following observations:—

“If it were not that there is no necessity for reducing, or rather that there is a convenience in not reducing, the large amounts employed in the execution of public works, it is certain it would be an easy matter to totally extinguish the debt within, at most, six years.

“When, however, the debt is in conditions such as ours it is better to employ the public money in improvements than to apply it solely to reduce the debt.”

The opening of the line between Bagé and São Borja has completed the railway communication between Rio Grande and this city, with the exception, of course, of the river service from the terminus of the Porto Alegre and Uruguayana Railway at the Margem do Taquary to Porto Alegre, so that it is now possible to make the journey by land. It takes three days, however, and is not at all likely to divert the steamer traffic either in passengers or goods, the voyage up the lake taking about 24 hours, including a call at Pelotas.

It may possibly divert some of the trade with the interior from Porto Alegre, both in imports and exports, but this can only

be seen later on, as in the present crisis the movement is too paralysed to show any marked signs one way or the other.

The line from Bagé is worked by the Belgian Company, who are lessees of the Porto Alegre and Uruguayana Railway, which system it joins at Cacequy.

A concession for a line of railway from the locality of some copper mines at Camaquã, running south to join the Rio Grande and Bagé Railway and north to unite with the Porto Alegre and Uruguayana line at the city of Cachoeira, passing through the town of Caçapava, has been granted to a Brazilian engineer, Dr. José Gonçalves Chaves, who was one of the vendors of the copper mines at Camaquã to a Belgian Company. Caçapava has also some good copper deposits in the neighbourhood, but so far they have not been properly worked. The railway, if constructed, will be of considerable value in opening up the district through the facilities it will afford of transporting the minerals at a reasonable expense to Rio Grande or Porto Alegre for shipment.

The concession was petitioned for by Dr. Chaves, and in accordance with one of the requirements of the State Constitution was opened to public competition. No other application having been presented it was granted to him.

Notice of the competition was open for too short a time to allow of tenders being made from Europe.

Porto Alegre
and New
Hamburg
Railway.

The Porto Alegre and New Hamburg Railway had a further slight falling-off in receipts in 1900 compared with previous years as shown by the following table:—

Year.	Currency.			Sterling.		
	Receipts.	Expenditure.	Surplus.	Receipts.	Expenditure.	Surplus.
	Milreis.	Milreis.	Milreis.	£	£	£
1898*	390,295	371,112	19,183	11,470	10,910	560
1899*	382,998	377,509	5,489	11,260	11,100	160
1900†	349,191	345,310	3,881	13,480	13,280	150

* Exchange, 7*d.* = 1 milreis.

† Exchange, 9½*d.* = 1 milreis.

The traffic returns are as under:—

Year.					Goods.	Passengers.
					Tons.	Number.
1898	..	..	..	..	21,355	59,239
1899	..	..	..	..	21,253	60,584
1900	..	..	..	..	20,624	54,214

The decrease in the revenue from passenger traffic amounted to about 13·95 per cent., and from goods and miscellaneous traffic to 2·70 per cent.

The rates of this railway are on a sliding scale, subject to the fluctuations of exchange, and as the average of this was much higher in 1900 than the two preceding years, the falling-off in receipts may be partly attributed to the higher rate of exchange, as the decrease in the number of passengers carried is only about 10 per cent.

Altogether the falling-off is much less than might have been expected considering the bad state of trade generally, but the traffic being principally in produce from the up-country colonies the line is not so much affected as it otherwise would be. The reduction in expenditure is a satisfactory feature, for, generally speaking, the advance in exchange has not yet made itself felt anything like proportionately in the cost of labour, salaries, and local expenses.

The improvement in exchange considerably lightens the burden of the guarantee paid by the State Government, and more than compensates them for the diminished surplus.

The construction of the steam tramway or light railway from the terminus of the above line to Taquara do Mundo Novo, a distance of about 44 kiloms. (27½ miles) mentioned in my last report has already been commenced, but I have not been able to obtain exact information of the progress made. The capital is being found locally, but seeing how scarce money is here I should think there would be some difficulty in realising it, and it is an investment which might be worth the attention of British capitalists, as the concessionnaires or company might possibly be inclined to transfer the privilege for a reasonable consideration.

The cost of construction is estimated at 1,800,000 milreis (say 12*d.* exchange 90,000*l.*), and the revenue at 500,000 milreis (25,000*l.*).

The receipts are based on a minimum of 50,000 passengers and 50,000 tons of goods.

The line will pass through a district of cultivated lands consisting of some of the principal and oldest German colonies or settlements here, having an estimated population of about 24,000 within a zone of 10 kiloms. (6¼ miles) on each side of the line.

The production of each colony or holding is calculated at 29 tons, and as there are 3,000 such holdings in the zone comprised by the line, this would give a total of about 90,000 tons to be possibly carried by the railway, not including the products from the Cima da Serra (high table lands) and the district of the town of Lages in the State of Santa Catharina, which would also be conveyed over this line, and leaving out of account any traffic in imported goods.

About 39 kiloms. (24 miles) from Taquara is the town of São Francisco de Paulo de Cima da Serra, situated in a fertile region with a fine climate, and at an altitude of 890 metres (over 2,900 feet) above Taquara. The country served by this railway will be greatly benefited by the increased facilities of

transport it will afford, as the River dos Sinos, on which much of the traffic is at present carried, becomes too shallow during nearly two-thirds of the year, and the roads are very heavy and hilly, so that freights are exceedingly high.

Immigration. For the first time during the last four years there was a decrease in the number of immigrants into this State in 1900, the figures being as under :—

Year.						Number of Immigrants.
1897	..	..	..	..	..	1,451
1898	..	..	..	..	..	1,606
1899	..	..	..	..	..	1,956
1900	..	..	..	..	..	1,503

The accompanying table gives the particulars of nationality, sex, occupation, &c.

It will be seen that the greater number were unassisted immigrants, 1,071 having paid their own passage to this State, principally from Rio de Janeiro, but there is no information as to how they came to Brazil.

The 137 Brazilian immigrants are probably refugees from the State of Ceará, where a severe drought was the cause of much suffering and of many of the inhabitants leaving for other parts of Brazil.

The Government of Rio Grande offered land grants to any emigrants from Ceará who might wish to settle here, and a few lots came down, but it is doubtful whether this climate is suitable for them, as in the newer colonial districts in the highlands it is cold in winter with frost and occasionally snow, and as they have been accustomed to much warmer regions they are unlikely to prove a robust and desirable class of settler.

Most of the immigrants who arrived during the year being agricultural went to the colonial settlements in the interior. Of the total number, however, 356 remained in the cities of Rio Grande, Pelotas, and Porto Alegre, amongst the latter being the solitary Englishman who is given as having remained in Porto Alegre, though he has not, so far, made his presence known to me, while the one Swede went to a colony up country.

IMMIGRATION into the State of Rio Grande do Sul during the Year 1900.

Nationality.		Sex.		Age.		Condition.			Instruction.		Profession.		Religion.		Where from.							Passage.		Total.	Number of Families.
		Male.	Female.	Up to 12.	Over 12.	Single.	Married.	Widowed.	Can Read.	Cannot Read.	Agriculture.	Operatives.	Catholics.	Non-Catholics.	Rio de Janeiro.	São Paulo.	Paraná.	Minas.	Sa. Catharina.	Argentina.	Uruguay.	At Own Expense.	At expense of Federal Government.		
...	...	437	308	236	609	487	280	28	402	343	617	128	745	...	509	213	10	7	3	3	...	584	161	745	146
Italians ...	...	120	74	62	132	125	66	3	117	77	166	28	...	194	141	2	20	...	24	7	4	172	22	194	36
Germans ...	...	61	76	65	72	91	45	1	90	47	135	2	137	...	137	...	...	...	...	...	...	...	137	23	
Brasilians ...	...	56	49	41	64	53	46	1	48	57	104	1	105	...	87	10	18	...	12	8	...	82	23	106	23
Poles ...	...	65	29	22	72	62	29	3	66	28	42	52	94	...	94	...	...	...	...	...	...	34	60	94	15
Portuguese ...	...	51	41	28	64	59	29	4	41	51	89	3	92	...	70	6	...	...	3	13	...	77	15	92	18
Austrians...	...	45	42	31	56	51	34	2	36	51	74	13	87	...	80	...	...	...	...	...	7	75	12	87	18
Spaniards...	...	11	10	3	18	11	9	1	17	4	14	7	21	...	21	...	...	...	...	...	...	20	1	21	6
French ...	...	9	10	7	12	14	4	1	12	7	19	...	...	19	19	...	...	...	...	...	...	19	...	19	2
Russians ...	...	3	1	2	2	2	2	...	1	3	4	...	...	4	4	...	...	...	...	...	...	4	...	4	1
Dutch ...	...	2	1	1	2	1	2	0	2	1	3	...	...	3	3	...	...	...	...	...	...	3	...	3	1
Danes ...	...	1	...	...	1	1	...	...	1	...	...	1	...	1	1	...	...	...	...	...	...	...	1	1	...
English ...	...	1	...	...	1	1	...	...	1	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...
Swede ...	...	1	...	...	1	1	...	...	1	...	1	...	...	1	1	...	...	...	...	...	...	1	...	1	...
Total...	...	862	611	498	1,005	913	546	44	834	669	1,268	235	1,231	222	1,137	231	48	7	42	31	7	1,071	432	1,503	289

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PORTO ALEGRE.

Cattle.

Foot-and-mouth disease made its appearance among the cattle in this district in the latter part of the year, but does not seem to have been of a very violent character as nothing has been heard of it lately, and it appears to have died out.

The winter having been mild without excessive rain, cattle are said to be plentiful and in good condition, but owing to the scarcity of money and the failure of the two houses already mentioned, holders have much difficulty in finding buyers, being unwilling in the majority of cases to accept the low prices which are now offered.

This being the most important industry in the State, the stagnation seriously affects all business.

Possibly later on the breeders and graziers may be obliged to sell, as although at present (in summer) the pastures are rich enough to support the number of cattle existing on them, many of the animals would die off in the winter, and it is to be supposed holders would prefer to sell at a lower price than lose the cattle altogether. The chief difficulty, however, is that of money.

Population.

On December 31 last a census of the whole of Brazil was to have been taken by the Federal Government, but judging by the way the work was carried out here it was very imperfectly done, and as far as this city is concerned the returns will be of no practical value as a correct count of the population. This seems to be so well understood that up to now (March, 1901) no figures whatever have been made public by the census officials. The population of this city is supposed to be about 100,000, and it would have been interesting, if the census had been properly taken, to know the real number of inhabitants, as the tendency appears to be to over-estimate, if the census of Rio de Janeiro compared with the estimate usually given can be taken as an example.

During the year 206 new houses were built, as against 392 in 1899, and 478 in 1898.

The unoccupied houses on December 31 numbered 512, against 377 in the previous year, and 213 in 1898.

This would indicate that there was no material increase in the population during 1900.

Public health.

The public health appears to have been satisfactory in so far as no epidemic occurred during the year, but in the absence of death statistics it is difficult to form a judgment.

Fires.

The number of fires which happened in this city from February 28, 1900, to February 28, 1901, was 24, affecting 32 buildings, as against 28 fires in the previous year. Seven of the buildings were uninsured, the sum insured on the others being 692,000 milreis (at $9\frac{1}{2}d.$ equals 26,671*l.*), against 574,300 milreis (at $7d.$ equals 16,750*l.*) in 1899-1900, and 11,937,000 milreis (at $7d.$ equals 348,162*l.*) in 1898-99. Of course this does not represent the actual damage, which was in most instances slight, the fire brigade being now fairly effective; its prompt appearance when called out has no doubt been the means of saving a good deal of property, besides reducing considerably the number of suspicious cases, as it generally manages to save sufficient, even out of the worst fires, to serve as a basis for calculating the value of the

property existing at the time the fire began, thus making incendiaryism more risky and less profitable than it used to be when, once a fire began, total loss was the rule and no inconvenient vestiges remained.

Contrary to what was generally understood, the German bank Banks. in Rio de Janeiro has not yet opened a branch here, so that the number of banks remains as before, viz., three, two native banks and the London and Brazilian Bank.

The average rate here of exchange on London during the year Exchange. worked out at about $9\frac{1}{4}d.$, but varied from $6\frac{1}{8}d.$ in January, to $14d.$ in July, in which month it fell again to $10\frac{1}{4}d.$ There is generally a difference of $\frac{1}{8}d.$ to $\frac{3}{8}d.$ here below the Rio rate, but it amounted to as much as $1d.$ or more during the rapid rise, and sometimes when the Rio market is unsteady no exchange at all can be had here. During the fall in July there was no rate here for days consecutively, to the great prejudice and loss of merchants who could only look on helplessly while exchange continued to fall without being able to cover their sales or even remit money lying in the bank.

On more than one occasion the bank was without a rate for three days running, and altogether during that month there were 10 working days out of 25 (excluding Sundays and holidays) when no exchange could be had. This adds another element of risk to business here besides that of the enormous fluctuations in exchange.

The Banco da Provincia, which draws on account of the German Bank in Rio, is generally slightly over the London and Brazilian Bank in its drawing rate, and during the exciting days of July it had a rate sometimes when the latter was without. The result of all this is that amongst some of the larger houses who can afford the loss of time required to do so, there is a growing tendency to send their money up to Rio and take remittances there.

The following affords an instance of what happens. A house here which receives consignments from an English manufacturer had telegraphic orders to remit a considerable sum, which had been waiting a better exchange, in order to save a loss on sales made in a falling exchange. On the day the orders were received, and for three days afterwards, there was no exchange to be had, and the remittance could not be made.

Similar orders were sent by the same manufacturer to his consignees in Rio on the same date, and $12\frac{3}{4}d.$ was obtained. When the bank here opened a rate on the fourth day it had dropped to $11\frac{1}{2}d.$

The Exhibition of natural, agricultural, and industrial products, and scientific, literary, and artistic works of Rio Grande do Sul, alluded to in my last report, was opened here on February 24 last (1901) by the President of the State. The United States Minister to Brazil was present at the inauguration, having come down from Rio de Janeiro for that purpose. State Exhibition.

Although strictly limited to productions of Rio Grande, the
(771) B

exhibitors, big and little, number nearly 3,000, of which between 400 and 500 belong to Porto Alegre.

It would take up too much space to give a detailed description of all the exhibits, which include machinery of different kinds, steam engines, oil engines, small marine engines, turbines, distilling apparatus, fire-proof safes, cooking stoves, iron bedsteads, wire mattresses, screw-presses, wire netting, ornamental lamp-posts, railings, and gates, church bells, corn-shellors, chaff-cutters, garden seats, windmill and other pumps, carriages, harness, native saddlery and trappings, some cutlery, such as butcher's knives, sheath and dagger knives, matchets, pruning hooks, hoes, &c., safety matches, house furniture, glassware, stained glass, brushes and brooms, files, gun and blasting powder, wrapping paper, hats and caps, boots and shoes, artificial flowers, gloves, shirts, hosiery, fancy biscuits, candles, common and fancy soaps, perfumery, drain pipes, ornamental tiles, wine presses, weighing machines, musical instruments, manufactured tobacco, cigars, cigarettes, woollen manufactures, cloths, cassimeres, blankets, flannels, baizes, shawls, &c., cotton manufactures, domestics, shirtings, regattas, &c., hessians, leather and leather goods, picture frames, wines, spirits, liqueurs, and beer (many of them imitations of well-known European productions, such as vermouth, chartreuse, bitters, &c., and no less than five brewers exhibit beer in bottles bearing a very close imitation of the label of one of the best known bottlers of Guinness's stout), aerated waters, medicinal preparations, canned meats and fruits, &c. Amongst the agricultural products are raw silk, wheat, maize, peas, beans, barley, rye, oats, rice sugar, coffee, herva maté, linseed, lentils, lard, pea-nuts, potatoes, also flour, meal, &c., made from some of the above. There are also some good European qualities of fruit—apples, pears, plums, &c.—shown by a horticultural company established a few years ago at Santa Cruz, an ex-German colony, now a fully constituted municipality.

The live-stock, which are not very numerous, consist of some pedigree cattle of Hereford, Durham, and Dutch breeds, thoroughbred and half-bred horses, Berkshire and other breeds of pigs, sheep, fowls, bees, &c.

The natural products include a large variety of the woods of the country, some of them very handsome and durable, minerals, collections of stuffed birds and insects, medicinal plants, &c.

Literary and scientific works are also not numerous, but they include some fair ethnological collections, pictures painted by resident artists and amateurs, some of them having considerable merit, specimens of numismatics, and of the ethnography and archæology of the State, &c.

The arrangement and organisation of the Exhibition are excellent, and reflect great credit on those who have had the management of it, chiefly the Public Works Department, and the municipal government, under the direction of the Intendant of Porto Alegre, to whom the principal share of the credit belongs.

The Exhibition is conveniently situated near the centre of the

city in a well laid out garden or small park, which was merely a piece of waste ground a short time ago, chiefly used as a receptacle for rubbish.

The buildings consist of a number of elegant wooden pavilions specially erected, and the school of engineering at one side of the ground temporarily used for the purpose. Several of the towns of the interior erected pavilions of their own, as did also some of the principal industrial firms and companies.

• The whole is got up with very great taste, is well illuminated both by electricity and gas, and has a most animated and pleasing appearance. It would be a very good show for a place of this size anywhere, and although it may be said that many of the industries, of which specimens are shown, have not yet taken root here, and therefore may be considered exotic, they at least show that such things can be made here, and will no doubt serve as a stimulus in promoting the development of the industrial capabilities of the State.

The exhibition has far exceeded the general expectation, and the State Government may justly feel proud of the achievement, especially when it is remembered that the success has not depended at all on extraneous co-operation.

It is, however, somewhat to be regretted that attention should have been directed so much to manufacturing and mechanical industries instead of to agriculture, which, with cattle breeding, is the most natural industry of this State, and might be developed by opening up the country with good roads and railways into a most important source of national wealth, far more so than industries, which have no outlet to foreign countries, and in many cases to other States of Brazil, are likely to have for a long time to come.

Properly opened up there is a great future before this State, whose climatic conditions are suitable to Europeans, and favour the growth of energy and enterprise to an extent that would be almost, if not quite, impossible in the warmer climate of the north.

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BULGARIA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF BULGARIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2493.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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Report on the Trade of Bulgaria for the Year 1900

(Received at Foreign Office, May 27, 1901.)

SOFIA.

Mr. Acting Vice-Consul Toulmin reports as follows:—

The depression of Bulgarian commerce and the critical financial situation of the country recorded by Mr. Vice-Consul Freeman in his report for 1899 continued during the year 1900. The two chief causes of this stagnation were the financial embarrassments of the country and the repeated changes of Cabinets. To the impoverished state of the Principality may be traced the fact that in comparison with the value of imports of 1899 those of 1900 have diminished by 500,000*l.*; the United Kingdom and Austria-Hungary, and in a lesser degree Germany, Turkey, and France, showing themselves the most reluctant exporters. The unstable nature of the Bulgarian Cabinets seriously affected the trade of Bulgaria with foreign countries, several questions concerning the commercial interests of British firms remaining still unsettled on this account. Added to this, the harvest which in the earlier months of the year promised to be abundant did not realise expectations, and can only be said to have been better than those of the three preceding years; the Government estimate, therefore, that the tithe would produce double the amount raised by the land-tax, which it superseded, proved fallacious.

The outlook, however, for the present year is not unpromising; the country is settling down after the excitements of a general election, with a daily increasing feeling of calm and tranquillity and confidence in the future; the present Cabinet seems bent on conscientiously concentrating all its efforts to render the agricultural and financial situation less critical; the repeal of the tithe can shortly be expected, and the Amnesty Bill relating to the anti-tithe disturbances has already been passed; harvest prospects are good, and altogether well-wishers of the Principality may hope to see the end of the depression which has affected the country during recent years.

Population.

A new census of the inhabitants of Bulgaria was made at the end of 1900, the previous one having taken place in 1892. The result gives an increase of 422,474 in the total population, the figures being as follows:—1892, 3,310,713; 1900, 3,733,187.

The following table gives the population of six of the chief towns in Bulgaria at the two dates:—

Town.	Population.	
	1892.	1900.
Sofia	46,593	67,920
Philippopolis	36,033	42,849
Varna	28,174	33,441
Roustchouk	28,121	32,661
Sliven	23,210	24,542
Shumla	22,517	22,928

Public works.

Considerable activity was displayed during 1900 towards the completion of the lighting by electricity of the capital, and both this and the electric tramcar system have been formally opened, and are in fair working order.

Decline of British trade. Imports.

As in the preceding year the trade of the United Kingdom with Bulgaria has seriously declined. Imports from the United Kingdom decreased from 498,000*l.* in 1899 to 301,000*l.* for 1900. This drop is due almost entirely to the falling-off in textiles, fine goods and yarns imported from the north of England being 46 per cent. less than in 1899. This is attributable to the following causes, viz., overstocking in 1899, the Roustchouk Bank failure, the failure of the crops, and the keen competition of the Italians.

Italian competition not serious.

The first three causes will remedy themselves, whilst, as regards the last, the Italians have been hit so heavily by bad debts and rejection of stocks, owing to the bulk being inferior to the sample, that they are not likely to be important factors in the near future, and what is more important in this connection is the fact that the Bulgarian importers have lost faith in them.

Rivalry of the National Cotton Spinning Company of Bulgaria.

As regards British trade in yarns the mill established by the National Cotton Spinning Company of Bulgaria, Limited, whose headquarters are at Manchester, is the most serious problem. The mill is now in good working order, the hands are accustomed to their work, which is done satisfactorily; and their pay is infinitesimal compared with what the operatives receive at Oldham, &c. Until recently all the raw cotton used was American, but experiments have now been tried with cotton imported from Smyrna. The company has entered into serious competition with the Italians in the lower grades of yarns, but in the higher grades the British manufacturer can hold his own.

Increase in raw cotton imported from the United Kingdom.

In comparison with 1899 the amount of raw cotton imported from the United Kingdom into Bulgaria shows a large increase, the amount in 1900 reaching 20,400*l.*, compared with 7,500*l.* in 1899.

Metal goods from the United Kingdom decreased by more than 20,000*l.*, compared with the amount for 1899, the decline being chiefly noticeable in soft iron (unwrought), and rough cast-iron goods. Decline in metals.

Thanks to the increase in the amount of raw coffee imported from British possessions, colonial goods advance considerably in value, compared with 1899. British colonial goods.

The other articles imported from the United Kingdom call for little comment, showing in almost all cases a tendency to decline in value, which can only be accounted for by the apathy with which British merchants regard Bulgaria—a marked contrast, as stated in last year's report, to their energetic rivals from Germany, Italy, and Belgium. These countries send out commercial travellers who not only obtain fresh orders, but see that the goods supplied conform strictly to the sample approved. United Kingdom's apathy compared with energy of other countries.

Certain features regarding the most important rivals of the United Kingdom importing into Bulgaria remain to be noticed. Imports from other countries.

As in the case of the United Kingdom and almost every other country Austria-Hungary also suffers from the competition of the National Cotton Spinning Company of Bulgaria and the rivalry of the Italians, and a decrease of 44,000*l.* in textiles must be recorded. Austria-Hungary.

A drop of 15,000*l.* in metal goods imported from Austria is noticeable, Belgium and France gaining what Austria-Hungary and the United Kingdom lose.

A decrease of 33,000*l.* in colonial goods helps to make up the total deficit of 232,000*l.* in the value of articles imported from Austria-Hungary for 1900.

The rifles, &c., supplied by Austria-Hungary in 1899 to the value of nearly 70,000*l.* explain the large difference between the amounts of 1899 and 1900 under the heading of machinery, and this sum must also be taken into consideration when remarking the above-mentioned deficit of 232,000*l.* in the value of imports from Austria-Hungary for 1900, compared with those of 1899.

With regard to the remaining imports from Austria-Hungary, such as hides, leather, &c.; timber, furniture; oils, soap, candles; stone, cement, glass; mineral oils, tar; paper and paper goods; that country must confess to serious falling-off, due presumably to the enterprise of hitherto unsuspected rivals.

Imports from Germany, in comparison with 1899, show a decline of 117,000*l.*, due to falling-off in textiles, metal goods, machinery, hides, leather, and colonial goods. Germany.

The imports from Turkey are 73,000*l.* less than in 1899. Turkey.
France must also be counted amongst the countries whose imports to Bulgaria for 1900 show a decrease in value; but this drop, amounting to only 5,000*l.*, cannot be regarded as serious. France.

A decrease of nearly 8,000*l.* must be recorded against Italy, but, as has been already stated above, this country is becoming year by year a rival to be reckoned with, and her competition in the trade of cotton yarns and colonial goods is formidable.

Of the imports from the remaining countries it should be
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Russia.	noticed that imports from Russia, thanks to the increased amount of petroleum and naphtha imported into Bulgaria, from that country, are nearly double their value of 1899.
American competition.	The Americans are entering the Bulgarian market, especially for the supply of tools, wire, wire nails, &c., but very little American machinery was imported last year.
Belgium.	Imports from Belgium, thanks to an increase in metal goods and machinery, show an advance of over 32,000%.
Exports.	The total amount of exports for 1900 exceeds by 20,000% the amount for 1899.
Decrease in grain. Increase in other exports.	Compared with 1899 the amount of grain exported from the Principality in 1900 is less; other articles of export, however, such as live-stock, textiles, cocoons, animal food produce, hides, skins, perfumery, fruit and seed show a considerable increase.
Exports to the United Kingdom.	Bulgaria exported to the United Kingdom 155,000% less than in 1899, this being due to the falling-off in the amount of grain exported; on the other hand the increase in perfumery exported to the United Kingdom was 14,000%.
Exports to Turkey.	The difference in the amount of grain exported to Turkey also causes the decline in the total value of exports to that country, as compared with 1899; whilst the amount of live-stock, animal food produce, and perfumery exported increased.
France.	Exports from Bulgaria to France for 1900 show an increase of 3,000% in comparison with the value of exports for 1899.
Austria-Hungary.	Austria-Hungary, thanks to an increase in grain, hides and skins, claims a larger portion of Bulgaria's exports than in the preceding year, the figures being 229,000% for 1900 to 166,000% for 1899.
Germany.	Exports from Bulgaria to Germany advance very considerably by reason of an increase in the amount of grain, animal food produce, and perfumery exported.
Belgium. Exports to other countries.	Bulgaria more than doubles the value of its exports to Belgium through the increase of amount of grain exported; while exports to Greece, Italy, Roumania, Servia, and Holland all show a considerable advance on the amounts for 1899.
Cleaning of Bulgarian grain before shipment for exportation.	The Bulgarian exporters will always be at a disadvantage until they pay more attention to the cleaning of their grain before shipment, and it would be a great advantage to them if they could adopt some system of grading similar to that in Canada and America.
General trade prospects and concluding remarks.	In conclusion, the outlook may be said to be decidedly better than at the corresponding period of last year, and many more orders for practically all commodities have been placed; what is important is the existence of a much better feeling amongst the larger exporting houses in the financial position, that is to say, they are more disposed to send goods on credit. The following is a summary of the trade of the last five years:—

Year.	Value.		
	Imports.	Exports.	Total.
	£	£	£
1896	3,061,211	4,349,599	7,410,810
1897	3,359,770	2,891,620	6,251,390
1898	2,909,210	2,661,430	5,570,640
1899	2,407,123	2,138,684	4,545,807
1900	1,853,684	2,159,805	4,012,989

Table A.—RETURN of Imports from following Countries during the Years 1898–1900.

Countries.	Value.		
	1898.	1899.	1900.
	£	£	£
United Kingdom and British Possessions	695,345	493,736	301,150
Austria-Hungary	818,193	737,624	505,655
Germany	375,622	341,724	224,599
Turkey	297,795	259,342	186,246
France	172,427	128,990	123,931
Italy	108,293	127,796	119,097
Russia	126,657	87,253	151,285
Roumania	61,293	66,323	73,584
Belgium.. .. .	148,650	61,946	94,485
Servia	32,580	40,818	27,778
Greece	21,202	21,668	9,907
Switzerland	22,248	18,674	19,565
United States	15,380	8,162	9,653
Sweden and Norway	2,059	2,945	504
Holland.. .. .	4,885	1,872	1,596
Other countries.. .. .	6,081	8,250	4 659
Total	2,909,210	2,407,123	1,853,684

Table B.—PROPORTION of Imports, according to Value, supplied by different Countries during the Years 1890–1900.

Countries.	Per Cent.										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
United Kingdom and British Possessions ...	24	20	23	22	20	22	24	27	24	20	16
Austria-Hungary ...	39	42	36	36	36	32	29	26	23	31	27
Germany ...	5	6	11	13	12	13	11	13	13	14	12
Turkey ...	12	12	13	11	13	12	11	11	10	11	10
Italy ...	2	2	2	3	3	3	3	4	4	5	5
France ...	4	5	4	4	4	4	4	5	6	5	6
Russia ...	6	7	4	4	5	5	6	5	4	4	8
Belgium... ..	3	2	2	2	2	2	3	3	5	3	5
Other countries ...	5	4	5	5	6	6	7	6	6	7	11
Total	100	100	100	100	100	100	100	100	100	100	100

Table C.—RETURN of Imports, by Categories, during the Years 1898-1900.

Articles.	1898.		1899.		1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Met. tons.	£	Met. tons.	£	Met. tons.	£
Textiles	9,537	878,225	8,720	827,030	4,926	531,875
Metals and metal goods ...	43,649	428,893	16,065	218,196	13,353	207,908
Machinery, &c.	5,547	203,973	2,679	213,175	2,748	111,445
Colonial goods	14,254	214,196	12,846	188,068	10,011	159,369
Hides, leather, &c.	1,664	158,128	1,175	113,945	741	94,121
Timber, furniture, &c. ...	60,014	165,263	40,067	107,097	18,991	54,209
Oils, soap, candles, &c. ...	3,713	101,589	3,865	103,047	2,381	73,159
Stone, cement, glass, &c. ...	32,904	112,621	25,823	66,469	18,867	65,770
Mineral oils, tar, &c.	16,276	90,808	13,997	81,242	17,696	125,138
Paper and paper goods ...	3,506	76,534	2,922	61,885	2,412	51,543
Wine, beer, spirits, &c. ...	4,138	65,080	2,541	43,693	710	12,761
Dyes, paint, &c.	2,050	49,927	1,544	41,680	1,264	35,182
Animal food produce	1,739	38,070	1,612	33,551	1,593	33,501
Fuel	28,473	29,573	30,923	31,659	18,469	20,377
Fruit, seed, vegetables ...	1,752	27,851	2,022	28,998	1,298	21,990
Cereal produce (rice, &c.) ...	4,144	38,446	2,549	26,803	3,312	28,867
Chemical products	1,768	26,670	1,699	24,794	1,293	22,961
Olives, groceries, &c.	950	21,394	935	18,173	779	14,829
Drugs, mineral waters, &c.	184	18,544	140	15,529	106	12,813
Fancy goods, &c.	65	22,464	48	13,518	35	10,210
Live stock	6,756	9,166	3,073	12,821	6,278	11,717
Railway waggons, &c.	977	38,073	484	11,416	360	36,154
Other articles	34,252	103,717	28,019	104,354	30,976	117,777
Total ... ..	...	2,909,210	...	2,407,123	...	1,863,686

Table E.—RETURN of Principal Articles Imported into Bulgaria from other Countries during the Years 1898–1900.

UNITED KINGDOM.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles—			
Cotton yarns, up to No. 12 (one or two threads), grey	32,250	18,598	8,100
Cotton yarns, up to No. 12 (one or two threads), bleached or dyed	19,338	14,909	5,166
Cotton yarns, Nos. 12–30 (one or two threads), grey	76,682	70,508	22,753
Cotton yarns, Nos. 12–30 (one or two threads), bleached or dyed	14,266	21,984	10,061
Extra hard (three or more threads), grey, bleached, or dyed	9,361	9,685	4,378
Sewings (twist), grey, bleached, or dyed (reels, clues, skeins, &c.)	7,866	5,787	5,254
Waste T-cloths, grey, undyed, unfinished	27,035	24,482	20,604
Waste T-cloths, bleached, dyed, and finished	10,187	43,618	20,411
Fine cotton cloth, bleached	27,920	14,162	9,789
Ditto dyed (gauze, Victoria lawns, muslins, &c.)	26,287	11,333	14,517
Prints, zephyrs, &c.	55,525	69,068	41,273
Table covers, towels, handkerchiefs, &c.	7,670	5,886	5,108
Sacks, bags, canvas, hessians, &c.	21,330	8,497	6,630
Woollen stuffs (mixed with silk, flax, cotton, &c.)	10,692	14,672	9,826
Trouserings and dress goods	9,714	9,211	5,021
Raw cotton	71	7,597	20,448
Cereals—			
Rice	20,047	6,908	7,728
Fuel—			
Coal	15,124	17,874	2,825
Colonial goods—			
Raw coffee	14,744	6,488	10,297
Black pepper	1,033	324	1,186
Metals—			
Iron, soft, nail rods, &c.	17,922	10,827	2,865
Iron sheets	8,343	4,674	3,843
Cast-iron goods, rough	3,250	5,392	45
Tin	3,197	3,771	5,744
Tin in ingots, plates	3,098	5,721	8,498
Copper in bars, sheets, &c.	8,544	2,379	797
Hides, skins, leather, &c.—			
Sole leather	4,108	2,243	1,309
Leather for uppers	4,875	4,069	3,506
Machinery—			
Agricultural machines	7,524	1,436	3,013
Sewing and knitting machines	3,112	3,315	2,171
Other machinery	18,089	4,105	2,065

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

AUSTRIA-HUNGARY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles—			
Ready-made clothes.. ..	28,764	22,590	14,632
Linen underclothing	11,067	10,739	7,687
Trouserings and dress goods	13,161	8,756	5,722
Cotton yarns, extra hards (three or more threads), grey, bleached, or dyed ..	5,444	7,230	5,701
Colonial goods—			
Sugar, raw and refined	140,183	119,785	87,682
Coffee, raw	4,962	7,643	6,428
Dyes, paint, &c.—			
Indigo	4,174	3,631	2,443
Naphthaline, aniline, &c.	7,304	7,488	7,917
Metals—			
Iron, crude, hard in blooms, bars, ingots	6,891	4,832	4,619
Ditto soft, nail rods, &c.	4,936	6,142	5,970
Cast-iron goods, rough	4,538	3,189	4,075
Iron bridges and accessories	12	1,841	3,439
Hardware, superior, and cutlery	2,574	4,170	1,434
Paris points, Nos. 1-60, shoemakers' nails, &c.	8,037	10,045	2,190
Paper and paper goods—			
Blotting paper, paper for packing, card-board	12,885	11,407	10,697
Printing and writing paper	33,550	24,670	17,970
Cigarette papers	6,564	5,611	4,863
Stone, cement, glass—			
Cement	12,344	15,402	7,180
Porcelain	2,845	2,192	1,815
Common window glass	1,136	1,459	1,463
" glassware	13,753	9,311	6,614
Timber, furniture, &c.—			
Building timber, rough or hewn, soft ..	23,593	18,754	6,463
" sawn into planks, staves, &c., hard	20,471	1,313	591
Ditto soft	56,066	36,096	19,514
Articles roughly prepared by joiners, turners, &c.	4,740	2,968	661
Common furniture	5,797	4,297	2,975
Hides, skins, leather, &c.—			
Sole leather	7,189	3,990	8,277
Boots and shoes	7,399	4,437	2,814
Machinery, &c.—			
Agricultural machines	6,161	3,275	3,232
Ploughs, harrow, picks, &c.	9,778	10,332	5,075
Other machinery	15,293	10,878	9,741

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

BELGIUM.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Cereals—			
Rice	216	1,481	2,212
Oils, soap, candles—			
Ceresine, paraffin, ozokerit	2,279	1,053	2,115
Stone, glass, &c.—			
Common window glass	3,805	3,619	9,290
Metals, &c.—			
Iron, crude, hard in blooms, bars, ingots, &c.	5,492	3,643	405
Ditto soft, nail rods, &c.	960	1,232	263
Iron sheets	3,403	1,526	2,157
Cast-iron goods, rough	16,753	1,144	4,568
Paris points, Nos. 1-60, shoemakers' nails, &c.	6,533	3,466	368
Zinc in sheets and bars	1,148	1,112	1,466
Machinery—			
Denominations not specified	26,665	622	12,958
Firearms	2,854	1,046	1,642
Textiles—			
Trouserings and dress goods	3,148	2,600	1,090
Woollen stuffs mixed with silk, &c. ..	1,063	1,668	930

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

GERMANY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles —			
Trouserings and dress goods	17,920	12,116	9,741
Woollen shawls of all kinds	2,580	2,620	1,058
Extra harda (3 or more threads), grey bleached or dyed	1,205	1,858	2,368
Sewings (twist), grey, bleached or dyed. (reels, clucs, skeins, &c.)	5,198	3,342	1,848
Waste T-cloths, bleached, dyed, finished ..	3,026	8,291	2,428
Prints, zephyrs, &c.	5,298	10,150	3,883
Cotton gloves, stockings, &c.	2,975	2,930	1,841
Woollen-stuffs mixed with silk, &c. ..	18,584	11,788	6,332
Cotton texture mixed with silk, &c. ..	2,916	2,930	2,019
Ready-made clothes	9,539	7,851	2,824
Linen underclothing	4,040	3,320	1,442
Hats	4,360	3,440	1,860
Colonial goods —			
Tea	2,164	1,424	1,588
Drugs and medicines	5,140	3,719	2,479
Dyes, paint, &c.—			
Naphthaline, aniline, &c.	3,276	2,952	2,414
Stone, glass, &c.—			
Porcelain	1,805	1,187	1,018
Earthenware	1,647	1,624	1,359
Common glassware	1,977	2,261	1,347
Hides, skins, leather, &c.—			
Ox and cow-hides, raw, salted, dried or steeped in lime	8,286	7,693	323
Sheep, lamb and other skins for fur, prepared	4,474	3,311	3,204
Leather for uppers	9,001	5,654	5,755
Paper goods —			
Blotting paper, packing paper, &c. ..	1,056	1,187	1,250
Cardboard boxes, &c.	1,679	2,031	1,593
Metals, &c. —			
Iron, crude, hard in blooms, bars, ingots ..	5,548	1,699	809
Ditto soft, rail rods, &c.	1,261	2,756	2,406
Cast-iron goods, rough	15,695	4,336	551
Hardware, superior and cutlery	12,419	9,258	4,609
„ common	5,400	2,234	907
Paris points, Nos. 1-60, shoemakers' nails, &c.	7,818	8,023	3,788
Articles in tin	2,449	2,459	2,088
Zinc in sheets	2,120	1,790	1,118
Copper in bars, sheets	1,389	878	1,626
Articles in nickel, aluminium, &c. ..	3,765	1,881	1,221
Machinery—			
Steam-engines	3,012	1,481	1,932
Agricultural machines	3,117	3,621	5,757
Sewing and knitting machines	3,253	1,886	1,160
Ploughs, harrows, picks, &c.	7,822	4,111	1,450
Other machinery	15,340	12,123	12,644

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

GREECE.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Wine, beer, spirits—			
Common wine	8,201	4,849	30
Raki, rum, cognac	6,571	6,568	1,598
Oils, soap, candles—			
Olive-oil	1,815	4,746	1,978
Soap	680	1,934	959

ITALY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles—			
Cotton yarns, up to No. 12 (1 or 2 threads), grey	9,098	10,805	6,940
Cotton yarns, up to No. 12 (1 or 2 threads), bleached or dyed	2,863	5,846	2,769
Cotton yarns, Nos. 12-30 (1 or 2 threads), grey	3,556	10,639	15,755
Cotton yarns, Nos. 12-30 (1 or 2 threads), bleached or dyed	490	1,417	1,646
Extra hards (3 or more threads), grey, bleached or dyed	2,816	3,285	2,154
Waste T-cloths, bleached, dyed, and finished	818	7,790	4,176
Fine cotton cloths, dyed (gauze, Victoria lawns, muslins, &c.)	3,294	1,423	1,534
Prints, zephyrs, &c.	2,232	7,612	3,466
Sacks, bags, canvas, hemsteds, &c.	2,659	3,868	2,227
Hats of all kinds	6,240	6,480	5,760
Metals, &c.—			
Iron bridges and accessories	2,799	1,374	4,583
Hides, skins, leather, &c.—			
Sole leather	18,769	16,945	17,452
Colonial goods—			
Raw coffee	10,321	11,180	16,112
Black pepper	1,341	1,006	4,132
Silkworms' eggs, waste, &c.—			
Silkworms' eggs	820	1,208	2,403
Salt—			
Rock salt	1,744	2,128	4,381
Marine salt	3,908	1,933	2,660

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

TURKEY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Animal food produce—			
Fresh fish	3,417	3,561	2,514
Salt fish, common	7,972	8,002	8,114
" superior	4,486	4,012	5,461
Fruit, seeds, vegetables &c.			
Sesame	13,547	14,749	10,432
Colonial goods—			
Red pepper	3,668	1,733	2,418
Oranges, lemons, &c.	6,686	7,130	4,933
Raisins	8,789	4,816	3,492
Wine, beer, spirits—			
Common wine	23,013	13,636	5,300
Olives	11,978	10,485	9,216
Fuel—			
Coal	3,697	5,543	5,375
Oils, soap, candles—			
Olive oil	23,334	43,572	16,414
Soap	10,290	8,487	2,308
Stone, glass, &c.—			
Millstones	4,436	5,359	3,750
Hides, skins, leather, &c.—			
Sole leather	13,411	11,663	9,792
Leather for uppers	1,930	1,375	1,148
Salt—			
Marine salt	6,327	6,778	7,557
Textiles—			
Raw cotton	6,868	3,797	3,591
Cotton yarns up to No. 12 (one or two threads), grey	20,542	17,339	9,402
Prints, zephyrs, &c.	2,450	3,587	2,748
Kalemkharis (mulls)	6,124	6,445	5,648

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

FRANCE.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles—			
Trouserings and dress goods	4,575	3,620	3,080
Coloured stuffs, shawls of pure silk ..	2,416	1,718	1,236
Woollen stuffs, mixed with silk, &c. ..	5,477	3,800	2,130
Ready-made clothes	1,551	1,335	1,237
Oils, soap, candles, &c.—			
Walnut and sesame oil	24,653	15,923	11,006
Soap	2,053	2,753	2,973
Stone, glass, &c.—			
Hydraulic lime	16,300	11,518	7,853
Metals, &c.—			
Cast-iron goods, rough	1,135	500	3,861
Ditto unpolished, untarred .. ..	..	150	5,293
Hides, skins, leather, &c.—			
Sole leather	9,207	7,263	8,000
Leather for uppers	10,055	8,781	8,739
Paper goods—			
Cigarette papers	660	1,063	2,016

ROUMANIA.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Mineral oils, tar—			
Mineral tar	2,711	2,113	1,633
Petroleum and naphtha, refined	791	14,355	24,937
Hides, skins, leather, &c.—			
Ox and cow-hides, raw, salted	2,645	2,119	2,721
Timber, furniture, &c.—			
Building timber, in planks, soft	3,733	3,771	2,330
Salt—			
Rock salt	29,100	24,795	24,702

RUSSIA.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Animal food produce—			
Salt fish, common	5,131	5,443	7,121
Red caviar	6,343	4,593	6,433
Mineral oils, tar—			
Petroleum and naphtha, refined	60,613	43,323	31,995

RETURN of Principal Articles Imported into Bulgaria from other
Countries during the Years 1898-1900—continued.

SERVIA.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Fuel—			
Coal	1,050	2,462	3,560
Textiles—			
Ropes, cords, &c. .. .	19,840	15,620	12,360

SWITZERLAND.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles—			
Cotton yarns up to No. 12 (one or two threads), bleached, dyed	980	1,876	1,545
Kalemkariis (mulls).. .. .	4,110	3,070	2,120
Machinery—			
Watches, clocks, &c. .. .	3,139	2,670	1,081
Denomination not stated .. .	108	453	7,467

UNITED STATES.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Metals—			
Paris points, Nos. 1-60, shoemakers' nails, &c. .. .. .	..	..	2,020
Machinery—			
Agricultural machines .. .	9,476	1,242	3,690
Sewing and knitting machines .. .	1,191	1,600	1,648

Table F.—RETURN of Exports to the following Countries during the Years 1898–1900.

Countries.	1898.		1899.		1900.	
	Quantity.	Value.*	Quantity.	Value.*	Quantity.	Value.*
	Met. tons.	£	Met. tons.	£	Met. tons.	£
United Kingdom and British possessions...	102,169	413,668	109,781	394,964	53,378	239,665
Turkey	79,580	664,662	101,963	847,987	74,772	720,076
France	42,032	285,974	25,682	196,609	18,825	199,676
Austria-Hungary ...	73,253	387,372	9,321	166,408	19,172	229,167
Germany	58,368	287,257	31,402	147,846	44,271	230,647
Belgium... ..	58,180	346,651	27,155	128,609	61,896	263,617
Greece	10,040	55,875	9,617	61,409	13,054	80,952
Italy	12,526	89,474	4,111	41,053	1,540	55,178
United States	9	12,253	11	21,850	31	25,357
Roumania	11,680	23,917	9,590	21,716	14,325	52,058
Russia	310	4,877	240	6,086	280	7,964
Servia	7,670	26,994	4,698	10,081	3,657	16,110
Holland	5,156	29,580	1,468	5,637	3,681	17,743
Switzerland	30	379	88	438	65	735
Unknown destinations	7,693	32,747	21,501	68,001	4,992	20,460
Total ... ..	...	2,661,480	...	2,138,684	...	2,159,305

* Value of quantity and number.

Table G.—RETURN of Exports by Categories, during the Years 1898–1900.

Articles.	1898.		1899.		1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Met. tons.	£	Met. tons.	£	Met. tons.	£
Cereal produce	420,568	1,939,774	312,274	1,312,050	253,197	1,085,311
Live stock ... Number...	471,806	140,624	639,516	190,575	832,750	224,378
Textiles; cocoons	799	144,726	834	162,992	1,046	172,978
Animal food produce ...	5,107	135,099	5,238	138,302	7,448	185,301
Hides, skins, &c.	1,148	107,508	1,548	127,380	1,805	148,982
Perfumery	55	103,670	49	106,528	59	148,776
Timber, woodwork, &c. ...	14,026	35,422	11,368	27,681	15,824	39,606
Metals and metal goods ...	544	3,229	2,587	23,698	2,998	34,673
Fruit, seed, &c.	2,857	19,390	1,582	14,262	9,118	74,165
Fuel	10,009	5,711	12,739	6,504	12,924	5,515
Wine, vinegar, beer	185	1,804	443	3,350	199	1,728
Tobacco, colonial goods ...	58	2,379	68	2,774	223	9,584
Stone, gravel, bricks, &c. ...	10,891	2,956	3,929	1,250	4,492	1,398
Other articles { Met. tons ...	2,449	18,688	3,959	22,440	4,757	26,908
{ Number ...	820		337		726	
Total ... ..	...	2,661,480	...	2,138,684	...	2,159,305

Table H.—RETURN of Principal Articles Exported from Bulgaria
to other Countries during the Years 1898–1900.

UNITED KINGDOM.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Cereal produce—			
Wheat, hard	14,813	1,930	15,276
„ soft, red	119,216	60,269	52,449
Rye	10,426	8,712	13,828
Barley	76,162	8,445	31,572
Maize	163,497	288,790	82,930
Fruit, seed, vegetables, &c.—			
Colza seed .. ..	..	..	4,880
Perfumery—			
Attar of roses	21,078	18,578	32,794

AUSTRIA-HUNGARY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Animal food produce—			
Eggs	62,059	57,547	61,171
Cereal produce—			
Wheat, hard	3,071	..	3,758
„ soft, red	60,926	5,936	..
Rye	32,433	..	7,296
Maize	113,444	795	13,784
Millet	8,307	1,766	7,417
Hides, skins, &c.—			
Lamb-skins, raw	53,666	58,632	71,598
Kid-skins, raw	3,361	4,274	3,500
Morocco, &c., dressed	4,523	6,137	3,527
Perfumery—			
Attar of roses	764	3,050	2,545

GERMANY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Animal food produce—			
Eggs	4,216	9,570	31,172
Cereal produce—			
Wheat, hard	7,059	3,418	11,424
„ soft, red	149,540	46,810	90,112
Rye	42,699	8,672	49,696
Barley	1,509	351	7,337
Maize	51,412	58,326	4,175
Millet	181	1,057	1,818
Perfumery—			
Attar of roses	13,562	10,503	15,135

RETURN of Principal Articles Exported from Bulgaria to other
Countries during the Years 1898-1900—continued.

BELGIUM.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Cereal produce—			
Wheat, hard	8,108	..	6,288
„ soft, red	308,597	104,848	184,626
Oats	17	1,270	3,535
Barley	15,476	10,267	49,170
Rye	5,400	1,994	3,482
Maize.. ..	5,647	8,768	11,312

ITALY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Cereal produce—			
Wheat, hard	7,053	..	3,321
„ soft, red	37,638	..	939
Textiles; cocoons—			
Cocoons	24,390	28,120	48,107

ROUMANIA.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Animal food produce—			
Eggs	724	110	2,013
Cereal produce—			
Wheat, soft, red	1,317	1,132	6,089
Rye	143	1,555	7,701
Barley .. ..	..	660	11,258
Maize.. ..	..	..	2,288
Fruit, seed, vegetables, &c.—			
Co'za seed	101	314	2,426
Textiles—			
Gaitan braid	2,897	2,697	1,829

RETURN of Principal Articles Exported from Bulgaria to other
Countries during the Years 1898-1900—continued.

FRANCE.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Live-stock—			
Poultry	4,348	4,044	5,696
Cereal produce—			
Wheat, hard	44,820	31,713	12,377
„ soft, red	126,332	25,780	28,551
Rye	2,481	2,179	1,717
Barley	6,166	365	2,856
Maize	22,155	33,737	3,723
Fruit, vegetables, &c.—			
Colza seed .. ..	..	120	49,347
Perfumery—			
Attar of roses	21,782	30,369	40,987
Hides, skins, &c.—			
Kid-skins	26,773	23,813	25,649
Textiles—			
Cocoons	10,150	14,104	9,989

TURKEY.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Live-stock—			
Buffaloes	5,689	9,509	13,588
Cattle	21,006	40,471	50,032
Horses	10,307	14,858	18,819
Mules	4,132	5,231	7,331
Asses	1,818	2,327	3,237
Sheep	87,805	106,565	112,867
Animal food produce—			
Common cheese	11,069	9,912	8,051
Kashkaval cheese	44,061	47,815	60,871
Cereal produce—			
Wheat, hard	14,351	21,981	15,052
„ soft, red	129,069	253,973	101,975
Barley	32,704	16,168	20,629
Maize	20,646	53,698	17,822
Haricot beans	21,541	5,008	5,266
Wheaton flour	57,462	48,424	65,543
Perfumery—			
Attar of roses	27,461	17,513	26,924
Timber, furniture, &c. ..	32,147	30,560	34,309
Textiles—			
Aba cloth	4,367	3,295	2,737
Shayak cloth	52,339	46,792	54,151
Gaitan braid	29,956	26,482	23,741
Cocoons	3,248	23,027	7,520

RETURN of Principal Articles Exported from Bulgaria to other
Countries during the Years 1898-1900—continued.

RUSSIA.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Perfumery— Attar of roses	4,151	4,533	5,366

GREECE.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Cereal produce— Wheat, hard	11,671	14,204	41,872
„ soft-red	27,489	41,835	26,107
Maize	5,914	1,474	1,918
Colonial goods— Leaf tobacco and tumbeki ..	498	974	2,748

SERVIA.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Textiles— Aba cloth	2,023	2,331	1,904
Colonial goods— Leaf tobacco and tumbeki ..	56	..	2,348

HOLLAND.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Cereal produce— Soft wheat, red	29,455	..	6,192
Barley .. ..	..	1,488	5,872
Hides, skins, &c.— Kid-skins, raw .. ..	..	..	3,450

RETURN of Principal Articles Exported from Bulgaria to other
Countries during the Years 1898-1900—continued.

UNITED STATES.

Articles.	Value.		
	1898.	1899.	1900.
	£	£	£
Perfumery — Attar of roses	11,492	21,257	23,993

EASTERN ROUMELIA.

Mr. Vice-Consul McGregor reports as follows :—

As was foreseen in the report for this district during 1899, ^{General.} depression in almost all branches was the dominant feature of trade, agriculture, and industry in 1900, continued financial distress and unfavourable weather having combined to retard the much-needed economic revival of this Province. The effect of the withdrawal of the Ottoman Bank in 1898, involving as it did an increased difficulty in obtaining advances on reasonable terms, is still severely felt, the rate of interest having risen from 8 or 10 per cent. to at least 12 per cent.

Business consequently remained almost at a standstill, but it must be stated that the commercial community, having profited by the lessons of prolonged adversity, and aided by the indulgence of foreign creditors, displayed praiseworthy discretion and caution in the conduct of their affairs, a fact which, taken in conjunction with the innate frugality of the consuming classes, doubtless averted more widespread distress, although a considerable number of bankruptcies occurred.

The crops, which had promised well in early spring, were sub- ^{Harvest.} jected to a series of calamities in the shape of drought, hail, floods, and rain, and the harvest, maize alone excepted, was consequently below the average both in quantity and quality, but nevertheless the yield was superior to that of the preceding year, and some provision could be made for the winter feeding of stock, while a certain amount of grain was exported to Turkey and Greece.

No hard wheat was exported, excepting a small quantity ^{Hard wheat.} shipped to the Piræus and the Greek islands at a price of from 11s. 1½d. to 11s. 2½d. per 100 kilos. (220 lbs.) f.o.b.

An insignificant quantity of soft wheat was exported from ^{Soft wheat.} Bourgas at from 10s. 7d. to 10s. 9d. per 100 kilos.

15,000 tons of maize were exported at from 7s. 7d. to 7s. 9d. ^{Maize.} per 100 kilos.

With the exception of the latter crop, hardly any purchases were made directly from the farmers, the bulk of the grain exported being the product of the tithe, the reimposition of which in place of the land tax had led to many abuses and consequent resentment among the agricultural classes, so much so that this unpopular measure has now been repealed by the National Assembly.

In several districts notably in that of Tatar Bazarjik, a certain number of rice-growers either abstained from sowing or reduced the area of their crops on account of the reversion to the obsolete Turkish system of tithes payable in kind, which would have involved their being taxed at the rate of 10s. to 12s. per dunum (1,225 square yards), instead of 1s. 2½d. or 2s. as formerly, and the development of this important industry suffered accordingly. The total area cultivated during the past year may be roughly estimated at 6,960 acres, and the crop was below the average, an unusually rainy spring having interfered with ploughing operations and favoured a rank growth of weeds. Moreover, in August, while the rice was in full flower, a sudden fall of temperature, accompanied by violent winds, and the appearance of the disease known as "chalghyn," completely blighted the prospects of a good harvest, which had to some extent improved by the equable warmth of June and July, and the abundance of the water supply available for irrigation.

The total crop of unhusked rice was as follows:—

District.					Quantity.
					Bags.
Tatar Bazarjik	..	..	..	..	14,000
Philippopolis	..	..	..	..	35,000
Katunitesa	..	..	..	..	14,000
Total	..	..	..	..	63,000

the average weight of a bag being about 1 cwt. 1 qr.

In consequence of the above-mentioned disease, which prevents the ripening and development of the grain, the quality of the rice was very poor, and the total quantity of clean rice turned out by the three husking mills was only 26,000 bags of 100 kilos. (or about 2,600 tons). The scantiness of the harvest caused a rise in prices, and a bag of rice fetched from 1l. 7s. 9d. to 1l. 11s. 2d. About 10 truck-loads were exported to Turkey, and still smaller quantities to Servia and Roumania, the remainder being consumed in the country.

The Government and the local authorities are wisely devoting much attention to the fostering of this industry, which, under ordinarily favourable conditions, should prove lucrative, admirably suited to the nature of the soil, and the new commercial arrangement with Turkey, under which rice is to be admitted into that country duty free, should also give a fresh impulse to its extension.

The rose harvest was excellent and abundant, yielding about 900,000 meticals, or 4,300 kilos. (9,460 lbs.). Prices varied from 27*l.* to 32*l.* per kilo. (2½ lbs.) for the best qualities, while inferior oil fetched from 20*l.* to 22*l.* About 5,346 kilos. were exported, of which 1,174 went to the United Kingdom, 1,548 to France, 568 to Germany, 849 to the United States, and 886 to Constantinople. There can be no doubt, as the figures above quoted prove, that notwithstanding all regulations to the contrary, the introduction of geranium oil and palma rosa for purposes of adulteration is still carried on to a great extent, and this is the more to be regretted as the "synthetic attar of roses" now produced in Europe, although inferior to the pure, natural oil, may prove a serious rival to the adulterated article now so largely exported. This ought in their own interest to be borne in mind by the Bulgarian rose distillers. Attar of roses.

The successful liquidation of the cocoon stocks of 1899 silk. encouraged cultivators to make large ventures in the raising of silkworms in 1900, and the progress made by this industry may be gathered from the fact that whereas in 1890 only 2,000 ounces of seed were distributed the figure for 1900 was 27,922 ounces, being an increase of 8,234 ounces on the amount distributed in 1899.

The season was, however, disastrous both for cultivators and dealers, because there was not a sufficient supply of mulberry leaves to feed the quantity of seed set for incubation, the young trees not being yet able to produce the amount of fresh foliage required. The official statistics published at the beginning of the season anticipated a yield of 2,464,000 lbs. of fresh cocoons, but in reality the amount was less than half, and the quality of the cocoons was very inferior.

Of the distributed seed, 19,706 ounces were of the yellow variety, and only 8,215 of the white, and prices ranged from 2*s.* 2½*d.* to 2*s.* 4½*d.* per kilo.

In spite of these high prices, competition was so keen that the greater portion of the entire stock was soon in the hands of exporters, who shipped chiefly to Milan and Marseilles, about one-fifth of the total produce having been spun into silk by the Sfila Company, Limited, chiefly for exportation to the United Kingdom, while of the remainder two-thirds went to Milan and one-third to Marseilles.

The mulberry cultivators may be said to have been the chief gainers last season, and the impetus given to planting throughout the province was such that the whole stock of about 7,000 saplings in the Government nursery gardens was taken up, and 50,000 more were imported from Turkey. Unfortunately, owing to careless methods of culture, a large proportion of the saplings are in all probability doomed to destruction, but the attractions of silkworm raising appear to be so great that it is not unreasonable to hope that in a few years a great part of this province will again be covered with mulberry groves, as was the case 30 years ago, when the industry here was at its height.]

The production of native seed, which is found to be better adapted to the local conditions than foreign seed, is steadily increasing, and the distribution of seed for 1901 is as follows:—

						Quantity.
						Ounces.
Bulgarian	..	..	..	..	..	6,951
Italian	..	..	..	..	..	10,150
French	...	..	..	..	..	580½
Turkish (Brusa)	..	..	..	..	..	1,380

Vintage.

The vintage was very poor, the ravages caused by peronospora not having been combated in time to save the crop. The Agricultural Bank has, at the instance of the Government, purchased a large stock of sulphate of copper in Germany for the treatment of the disease, but whether the growers will take advantage of the remedy thus placed within their reach remains to be seen.

Alcohol.

As was stated in the report for 1899, the prospect of the introduction of a law prescribing the levying of octroi at the place of production caused a very large quantity of alcohol to be bought up by speculators with the object of evading this consumption duty. However, the unexampled stagnation in all branches of trade, and the scarcity of cash among the peasantry, who constitute the most important consumers of this article, dealt a heavy blow to the hopes of those who had engaged in such speculation, and the 165,000 gallons which had thus been bought up, and which would under ordinary circumstances have scarcely sufficed for the demand during four or five months, were, as a matter of fact, not disposed of till nearly the close of the year. The sales effected by the distillers were consequently insignificant, and notwithstanding the scantiness of the vintage, the total amount of alcohol sold by the three distilleries in Eastern Roumelia did not exceed 45,000 gallons, the prices realised being proportionately unremunerative.

As the octroi on alcohol represents from 75 to 80 per cent. of the communal revenues under this heading the precarious position of the various municipal bodies may in a large measure be attributed to the depression in this branch of industry.

Tobacco.

Although inferior to the best Turkish tobacco the Bulgarian article has come into favour within the last two years, and extensive purchases were made by British and Hungarian firms in the districts of Philippopolis and Haskovo. The manipulation of the leaf is effected in large special dépôts by native labour under the guidance of skilled hands imported from Turkey, and the tobacco is then made up into bales and exported for the purpose of being mixed with higher-class cigarette tobaccos.

Eggs.

The exportation of eggs shows an increase in comparison with the preceding year in consequence of the more abundant harvest. In spring the quality was poor, so that exporters encountered con-

siderable loss, but towards autumn the quality improved and profitable business was done.

The bulk of the export went to Germany, Switzerland, London, and Paris, and prices varied according to the season from 2s. 9½d. to 6s. 4½d. and 7s. 2½d. per 100.

The following were the amounts actually exported:—100 truck-loads, each truck containing 154,000 fresh eggs, and the product of 1,300,000 eggs, viz.: 5½ tons salted yolks, 7 tons dried yolks, and 3½ tons albumen.

No living or dead poultry was exported on account of the **Poultry.** absence of proper railway accommodation; but geese and fowls are plentiful and cheap, and under other circumstances might be exported with profit.

In striking contrast to other non-industrial countries where **Live-stock.** the raising of live-stock might be expected to play a considerable part, Eastern Roumelia is for many reasons very backward in this respect. In the first place, there are few large centres of population, and the rural inhabitants, in a more noteworthy degree than their congeners in less temperate climates, depend but little on animal diet, particularly on that afforded by beef. Then the only practically accessible market for exportation is Constantinople, which is already supplied in a great measure by Roumania and Russia. Moreover, the distress prevailing among the peasantry discourages them from incurring outlays in improving their breeds of horses and cattle, and although the Government has made some attempt to meet the difficulty by establishing stud-farms and importing a few highly-bred animals the result is so far hardly perceptible, the Bulgarian farmer appearing to have at heart a preference for his lean and undersized cattle which require but little attention and satisfy all his requirements as beasts of burden. Cattle are never sold for food until they are quite incapable of drawing the plough or turning the water-wheel, and about 2,500 of these animals are exported annually to Constantinople after having been fattened on malt refuse or crushed maize and chopped straw at the distilleries.

The export of sheep does not exceed 5,000 or 6,000 head.

About 40 truck-loads of lamb-skins, worth 156,000*l.*, were sent **Skins.** to Austria and Germany, and kid-skins to the value of 6,400*l.*, representing eight truck-loads, went to Marseilles and the United States.

Marseilles also took 40 truck-loads of walnut wood, worth **Walnut wood.** about 40*l.* to 60*l.* each, and 10 truck-loads went to Austria.

The exports from the Eastern Roumelian Custom-houses **Exports.** reached a total of 477,982*l.*, as against 683,712*l.* in 1899, a falling-off of 205,730*l.*, which would have been lessened if the tithe-collectors had not compelled the farmers to leave their grain lying in the fields until a great part of it was destroyed by the rains of October and November.

The statistics for the custom-houses in the province show that **Imports.** the imports amounted to 427,756*l.*, in comparison with 678,373*l.* in the preceding year, a diminution of 250,617*l.* The details of

the import trade presented no very striking features beyond what might have been expected from a state of general commercial torpor, but the following are the principal branches regarding which a few remarks may be offered:—

**Grey cotton
yarns.**

The United Kingdom has always occupied the first place as an importer of grey yarns, but new and formidable competitors are now in the field. The British spinnery at Varna does a large trade in Nos. 8 to 14, the Yedi Kulé Works at Constantinople produce Nos. 4 to 8, and the factories at Smyrna, Salonica, and various towns in Greece are fast depriving us of our monopoly. Italy is also successful with water twist and extra hard goods of second quality, but the practice of "short-reeling" indulged in by many Italian, Austrian, and Belgian firms has in many instances opened the eyes of the peasants, who are learning that it is to their advantage to purchase "full length" British goods at a slightly higher price. The commercial privileges recently granted by the Sultan to Eastern Roumelia and Bulgaria will, in all probability, have an injurious effect on the genuine British trade in cotton yarns, as similar products will enter from Turkey duty free, thus gaining an advantage of at least 14 per cent. over British yarns.

Dyed yarns.

Italian dyed yarns and three-cords in Nos. 8 to 12 have quite replaced British goods, and another feature detrimental to British trade in this branch is the recent establishment by Armenian refugees of dyeworks at Philippopolis, where, owing to the cheapness of labour, the yarns are wrung by hand, and a colour is thus produced which far surpasses that of foreign-dyed yarns both in evenness and brilliancy.

**Sewing
cotton.**

When the mass of the population was better off than it is now the case British-made sewing thread commanded the market, and Continental manufacturers experienced great difficulty in effecting sales, but the imperative necessity of finding lower-priced substitutes has brought about an influx of Belgian, Austrian, and German goods, many of which are made up and packed so as to delude the customer into the belief that he is buying British wares.

**Cottons,
woollens, &c.**

For the first time for years past, "Tricot's printed trouserings," and similar goods were sold here by travellers representing Russian firms at Lodz, who took advantage of the encouragement offered them by the Imperial Government in the shape of reductions in railway transport and freights, as well as substantial export premiums. Italian competition is active and increasingly successful, but there are indications that in some branches, such as "Oxfords," British trade is recovering lost ground in this respect.

Jute goods.

In the jute trade Scotland did less than ever before, and Calcutta sacking, even when naturalised in the United Kingdom by having been stored in British ports for some time, is at present unpopular with importers as it has to undergo disinfection on entering Bulgaria. The consequence was that almost all the business done in this line was transacted with Italian, and still more with Austrian firms, which now produce goods equal in quality to those of British origin, and offer the additional inducement of a discount of from 3 to 5 per cent. at Trieste or Bourgas.

Formerly varnishes of all kinds came almost exclusively from Varnishes, &c. the United Kingdom, but Germany, Austria-Hungary, and other Continental countries have, owing to the cheapness of their goods, driven us almost entirely out of this market. The same may be said of drying oils, in which Belgium and Holland are noticeably active competitors.

Sugar which used to come exclusively from Austria is now Sugar. largely supplied by the refinery established by a Belgian company at Sofia.

Russian competition, aided by active and intelligent local Goloshes. representation, has almost entirely ousted British-made goloshes without any loss to the consumer in regard to price or quality, Russian manufacturers having effected great improvements in this article in the course of the last few years.

The wearing of waterproof capes having been recently autho- Waterproof. rised in the Bulgarian army, a serviceable article at about 35s. or 40s. would probably find a ready sale, as the waterproofs hitherto supplied by Germany and Austria are expensive and ill-shaped. A number of American goods of this class have already appeared in the market and have met with favour.

The United States are coming to the front with what are Nails, wire known as "Pointes de Paris" and black nails, wire fencing, and fencing, &c. similar manufactures. Since the establishment of the American Commercial Museum at Constantinople great activity has been displayed in bringing American goods to public notice by means of pamphlets and circulars recommending an immense variety of articles from children's toys to machinery, small ware, jewellery, &c. This new element in foreign competition is of too recent introduction to have produced any notable effects, but indications are not wanting that it will shortly become a factor to be reckoned with.

The carpet-making industry is rapidly becoming prosperous Native and has in recent years received a great impulse from the industry. influx of Armenians from various districts in Anatolia. Kotel has long been a centre for the production of carpets of Bulgarian design, and large factories now exist at Panagyurishtë where imitations of Smyrna and Persian carpets constitute a speciality, a considerable number of hands being constantly employed. Both in colour and design these carpets are far inferior to the originals from which they are copied, and are by no means moderate in price, costing on an average 16s. per square metre, but they are strongly made, much warmer than the ordinary Bulgarian carpets, and have a large and increasing sale in the country.

The spinneries and "shayak" factories at Sliven are fairly Home-spuns. prosperous and are doing a large export trade with Turkey, "shayak" being almost the only material used for the outer garments of the lower classes, both in that country and in Bulgaria. Ten weaving and four spinning mills are now in existence, giving employment to about 650 hands, and the total value of goods turned out in 1900 may be estimated at from 70,000*l.* to 80,000*l.*

The railway connecting Stara Zagora and Chirpan, a distance Public works.

of 50 miles, which the Government had pledged itself to compete and hand over to the Oriental Railway Company, was opened for traffic in August, and only 8½ miles of line are now required to place Chirpan in direct communication with Skobelovo, thus enabling the Oriental Railway Company to tap the important corn-growing district of which Stara Zagora is the centre.

**Bourgas
Harbour.**

The harbour works at Bourgas are almost completed, the only cause of delay being the slowness with which the clearing of the rocky bottom is conducted. For this purpose blasting with dynamite has had to be resorted to, and it is thought that operations will continue till March, 1902. A beginning has been made with the construction of the quays, and the harbour will, according to the calculations of those engaged upon the works, be completed not later than June of the same year.

**Prospects for
1901.**

It is pleasant to be able to say that the harvest prospects throughout the province are excellent, the weather having been uniformly propitious both for sowing and for the development of the young crop. An abundant harvest will not, it is true, suffice to repair the damage done by a series of bad years, nor will it alone serve to extricate the country from financial straits, but it will afford relief to the present tension and render the transaction of business less risky. At the same time it is impossible to recommend too much caution in dealing with this province until the signs of improvement now visible have further developed themselves, and personal contact with intending customers remains an essential condition to the fostering of sound and safe trade.

Samples of some of the yarns referred to in this report as competing successfully with British goods are herewith enclosed.*

Italian hard water twist No. 6; extra hard cotton yarn No. 12 from the "Prince Boris" Spinnery, Varna; Italian dyed three-cord sewing cotton No. 12; No. 6 yarn as produced in Greece and Turkey; Italian extra hard yarn No. 12.

**RETURN of all Shipping at the Port of Bourgas during the
Year 1900.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.		Value of Cargo.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British ... ..	...	...	18	20,844	18	20,844	22,000
Austro-Hungarian ...	...	...	98	87,500	98	87,500	50,000
Bulgarian	2	84	80	20,450	82	20,534	80,000
Danish ... ..	...	...	1	1,078	1	1,078	...
French ... ..	...	...	2	68	2	68	...
German ... ..	...	...	21	28,680	21	28,680	30,000
Greek	6	1,380	82	16,765	88	18,145	8,000
Dutch ... ..	...	...	1	1,466	1	1,466	...
Italian ... ..	...	...	3	729	3	729	600
Romanian	1	49	47	42,865	48	42,914	5,000
Turkish	98	5,760	12	5,600	110	11,360	16,000
Total	107	7,263	326	242,486	433	249,748	177,600

* Sent to the Association of Chambers of Commerce.

CLEARED.

Nationality.	Sailing.		Steam.		Total.		Value of Cargoes.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British ...	...	...	18	20,844	18	20,844	£ 24,000
Austro-Hungarian ...	...	...	98	97,500	98	97,500	48,000
Bulgarian ...	2	84	80	29,450	82	29,534	10,000
Danish ...	...	...	1	1,078	1	1,078	5,000
French ...	...	...	2	58	2	58	...
German ...	...	...	21	26,630	21	26,630	12,000
Greek ...	6	1,380	62	16,765	58	18,145	15,000
Dutch ...	...	...	1	1,466	1	1,466	13,000
Italian ...	...	...	3	729	3	729	...
Russian ...	1	49	47	42,365	48	42,414	4,000
Turkish ...	98	5,750	12	5,600	110	11,350	8,000
Total ...	107	7,268	335	242,485	442	249,748	149,000

ROUSTCHOUK.

Mr. Vice-Consul Dalziel reports as follows:—

In drawing up a report on my Vice-Consular district, it is as well to state that all these districts in Bulgaria have been re-arranged, and, in consequence, the three western Danube ports of Widdin, Lom Palomka, and Rahovo, have been taken from my district, whilst the eastern port of Silistria has been added to it. Change of boundaries of district.

TABLE of Exports during the Years 1898–1900.

Exports.

	1898.		1899.		1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£
From all Bulgaria ...	469,168	2,661,480	357,256	2,136,684	314,922	2,159,320
Value per ton ...	...	5·67	...	5·98	...	6·85
To United Kingdom ...	102,169	413,668	109,781	394,960	53,378	239,680
Value per ton ...	...	4·04	...	3·60	...	4·50
Roustchouk District—						
Port of Somovit ...	...	...	3,824	8,268	9,893	47,772
„ Nicopolis ...	26,674	130,963	23,876	80,492	5,053	18,440
„ Sistov ...	40,509	155,811	35,213	129,021	17,295	94,520
„ Roustchouk ...	26,940	133,268	19,746	116,754	18,827	110,470
„ Toultrakan ...	15,716	75,564	12,146	45,132	7,693	29,704
„ Silistria ...	22,209	120,048	11,682	55,962	19,340	93,943
Value per ton ...	...	4·33	...	4·09	...	5·07

The increase in value of the ton of exports probably shows both better quantity of grain and better prices, but it is at the present time impossible to ascertain this.

During the last three years the exports, which are mainly of grain, have fallen from 469,168 to 314,922 tons, and their value from 2,661,480£ to 2,159,320£; it is not, therefore, surprising that the country has smaller means of paying for its imports, and that the trade of this district continues very bad. Diminished exports. Trade very bad.

I believe the prediction made at page 34 of last year's report

(Annual Series No. 2493), "that the year 1900 would mark the extreme low water in the import trade," to have been perfectly justified.

Failures.

Failures, it is well known, have been numerous, although as in most cases they have been by private arrangement, it is impossible to get any statistics of them; in very few instances has there been any British capital involved, and, indeed, I have not heard of a single instance of any considerable sum being due in the United Kingdom or to British creditors.

Imports.

TABLE of Imports during the Years 1898-1900.

Country.	1898.		1899.		1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£
Total imports to Bulgaria	270,510	2,909,210	200,500	2,407,123	151,370	1,863,684
Value per ton ...	...	10.75	...	12	...	12.2
From Great Britain	48,926	685,345	28,171	493,736	8,783	301,150
Value per ton ..	...	14.20	...	18.84	...	34.20
Roustchouk district—						
Port of Somovit	...	...	1,525	5,592	5,541	25,379
" Nicopolis	19,727	90,824	5,793	27,704	4,070	11,508
" Sistov	23,121	191,144	22,286	142,826	15,065	91,691
" Roustchouk	45,224	484,654	31,044	401,550	20,235	240,844
" Toutsrahan	2,197	4,402	1,782	3,701	752	2,821
" Silistria	7,031	45,965	5,407	31,290	4,917	23,499
Total	102,900	817,009	67,847	612,653	50,830	396,742
Value per ton	...	8	...	9.03	...	7.81

The caution of British exporters will be apparent on looking at the foregoing tables of imports; the falling-off must be in the classes of low-priced articles and although the "Statistical Bureau" have not yet given the details, I feel sure that the enormous rise in value of the ton in 1900 over 1899 must be attributed in great part to the falling-off of coal shipments, partly owing to German competition through Rotterdam, but mostly to the opening up of native coalfields. Unless some substitute can be found for coal as a freight payer, steamers to load grain will require to come in ballast, which means enhanced freights, or not at all.

Coal shipments.

Somovit.

In the foregoing table it is interesting to observe the progress of the new port of Somovit, opened in 1899, when the railway from Plevna to that place was constructed (see page 41 of last year's report). Its imports have quadrupled in 1900, whereas those of the other ports have largely decreased.

Native industries.

There is a small but growing circumstance in connection with Bulgarian trade which ought to be mentioned, as it affects it far more than was ever intended by the legislature. With the laudable intention of encouraging native industries, exemption from customs duties has been granted to many manufacturers for the various articles needed in their factories. The total exemptions, as may be seen in the report of the Statistical Bureau, Table XXIII, pages 34 and 35, for the year 1899, amounted to 21,021 tons

valued at 78,495*l*. The loss of revenue to the State cannot exceed about 14,000*l*., not a very great sum, yet it causes a great disturbance to trade.

Since writing the foregoing I have been informed that the Government have given information elsewhere as to the years 1898 and 1899 combined, to the effect that the total quantity for this purpose was 7,114 tons, value 154,806*l*., and loss of revenue 18,868*l*., the remainder of the exemptions being for articles for the use of Government. That reduces the total amount of exemptions, but be it 14,000*l*. or 9,000*l*. it is of little consequence, for I fear many of those manufacturers cannot work up all of the materials that they are allowed to import duty free, and so they appear surreptitiously as totally unexpected sellers in the market in competition with the merchants, who cannot at first understand from where the opposition comes, or what will be its probable strength, hence prices are cut unnecessarily.

The Bulgaria Assurance Company has declared a dividend of 20 per cent., the same as in 1899.

The Commercial Bank, whose shares are now completely paid up, has declared a dividend of 7 per cent. on ordinary shares and 8½ per cent. on founders' shares, against 5·71 per cent. on ordinary shares and 7 per cent. on founders' shares in 1899.

The Ghirdap Bank has declared a dividend of 8 per cent., against 6 per cent. in 1899.

VARNA.

Mr. Vice-Consul Brophy reports as follows :—

The complete Bulgarian official annual statistics for the different custom-house centres not being published till late in summer, it will be impossible to give here detailed tables of the subdivisions of the various classes of imports and exports at the port of Varna, but their ratio and distribution will not have essentially differed from those given during the last three or four years.

As was anticipated the value of the imports (435,300*l*.), owing to the continued agricultural depression, sunk still lower than in 1899, being, in fact, the worst on record, but owing to the crop of 1900 being rather better than its three predecessors there was a corresponding slight improvement in the value of the exports (349,800*l*.), as shown by the subjoined table of the totals for the last 10 years :—

Year.				Imports.		Exports.	
				Quantity.	Value.	Quantity.	Value.
				Tons.	£	Tons.	£
1891	..	..	..	28,500	525,600	65,700	419,500
1892	..	..	..	22,900	606,700	90,800	527,900
1893	..	..	..	26,300	638,800	127,100	652, 00
1894	..	..	..	37,940	716,700	106,200	556,000
1895	..	..	..	37,860	483,200	97,600	580,200
1896	..	..	..	43,900	692,000	131,500	742,400
1897	..	..	..	49,500	772,400	82,400	484,600
1898	..	..	..	46,000	611,000	63,200	426,000
1899	..	..	..	35,270	463,200	52,900	330,500
1900	..	..	..	29,400	435,800	52,500	349,800

Lowest point
probably
reached.

It may however, be hoped, with more or less assurance, that we have now reached the lowest point of the commercial depression. In the first place, all stocks have been depleted, as owing to the want of confidence, business was confined to the from-hand-to-mouth system, only articles of strictest necessity, such as could be sold immediately, being imported; and in the second, although there are yet fully three months to run before the harvest can be considered out of danger, the weather has hitherto been all that could be desired for the fields. The winter wheat was got in in good condition, and abundant falls of snow, such as have not occurred here for many years past, and which the peasants always look upon as a very favourable prognostic, protected the plants during the winter frosts, which were protracted, but not intense.

Harvest
prospects
favourable.

In the months of March and April the weather was open and propitious for the sowing of barley, spring wheat and maize, so that, provided the quality of the crops is not spoilt later on by any blight, or by excessive rainfall as happened last year, one may fairly look forward to the harvest being at least up to the average, and, as the country is entirely dependent upon this factor for its prosperity and buying power, there is a good chance of a revival of trade ensuing.

British imports have naturally suffered in sympathy with the general depression in commercial circles, the decline being most marked in Manchester goods, but already the first three months of the current year show a decided tendency to rally in this and other branches.

Foreign
competition,
Italy.

The annual British imports at Varna amount to an average of about 40 to 45 per cent. of the total, but while we have fairly maintained our ground, we have not gained any, and from year to year foreign competition is making strenuous efforts to supplant us in various classes of goods, and in some cases they have succeeded in doing so.

Italy has been making great progress lately in her cotton manufactures, and aided by cheap labour has obtained a footing for the lower grades of yarns and some prints.

Germany, too, is making her mark in chemicals and iron-mongery of all sorts, but mostly at the expense of Austria-Hungary and Belgium, and her export trade in general is favoured by extremely low railway freights from the interior to the shipping ports, whereas British railway companies seem to accord similar advantages almost exclusively to foreign products entering the United Kingdom. Germany.

There is another point that also tells in favour of our foreign trade rivals, which is that their shipping as well as their railway freights are based on weight, not on cubic capacity; the merchandise being divided into 12 classes, and alphabetical lists of all possible kinds of goods being freely furnished, one can immediately, by consulting this catalogue, tell the exact cost of transport of any article from one given point to another without the need, as in our system, of entering into elaborate calculations as to the number of cubic feet represented, often entailing lengthy correspondence and some deceptions. Foreign system of through freights by weight preferable.

In the presence of this commercial rivalry, however, the firms and agents doing business with the United Kingdom are by no means more supine or less wide awake than their competitors. Although they would certainly go in for any Continental article selling well which could not be produced by British manufacturers of that quality or at that price, their first move is always to send samples and quotations home, inviting their correspondents to go one better if they can, so that if the latter do not see their way to do so it will probably be because the conditions are not equally favourable, or else because they judge it would not pay them to go to the expense of setting up new plant, &c. Importers of British goods not in-different.

Taking the imports in the order of their importance, textiles, cotton and woollen, representing an average of about 40 per cent. of the whole, take first place; the British share, consisting mainly of Manchester goods, amounting to about 60 per cent. of this. Italy, however, of late years has become a serious competitor in yarns of all sorts, while water-twist is largely imported from Turkey. Imports. Textiles. Cottons.

In worsted and woollen cloths, in which the United Kingdom's imports come third after Austria-Hungary and Germany, there has been a considerable decrease as compared with the two previous years. Ready-made clothing and underwear of all kinds are almost exclusively of Austro-Hungarian or German manufacture. Woollens and underwear.

As regards metals, the decrease in imports has been relatively small as compared with textiles, colonials, wines and spirits, which are naturally the first articles to show the effects of the retrenchments enforced upon consumers consequent on a series of bad seasons. Metals, fairly steady.

The United Kingdom still maintains supremacy in sheet-iron, tin sheets and bar-tin, but that is about all that can be said, since in all cast, wrought and hollow metal wares Germany and Austria-Hungary hold the field. At one time it was the United Kingdom that exported most of the Swedish or soft iron, United Kingdom.

but Austro-Hungarian exports have been creeping up for some years past and have now surpassed British shipments.

Colonials.
Sugar.

Although some beetroot sugar refineries have been established in the Principality, by far the greatest proportion of sugar consumed is still supplied by Austria-Hungary.

Coffee.

The bulk of the trade in coffee has changed hands twice: formerly, most of the raw berries were shipped from Trieste; then for a long time London became the centre, but latterly it is Italy that has come into the first place, and that country, moreover, has now taken precedence of the United Kingdom in exports of black pepper.

Italian
exports of
colonials.

Tea, mostly
from Russia
or Germany.

There is, perhaps, a natural prejudice here in favour of Russian tea, although the quality imported is sea-borne, certainly not caravan tea, but it seems strange that Germany should secure a position therein before London, although this has been accounted for by the statement that at Hamburg sweepings and inferior qualities are faked up and sold at a very cheap rate.

This displacement of British sales of colonials may not be very important taken singly, but the combined tendency evinced presents disquieting symptoms.

Petroleum.

Petroleum is about the only imported article showing an increase in 1900, and although the Batoum shipments are still the largest, the Roumanian mineral oil is getting a firm hold of the market, owing to its refining having been greatly improved lately and to its being sold at a slightly lower price.

Leather.

In sole leather the United Kingdom once held a good position, but latterly has been dropping back slightly, coming now only fifth after Austria-Hungary, Turkey, Italy and France, and after France and Germany for calf-skin and other upper leathers. Ready-made boots and shoes used to be a large Austro-Hungarian importation, but the heavy customs duty now imposed has somewhat diminished the sale.

Coal.

About 5,000 to 6,000 tons of Cardiff coal used annually to be discharged at Varna, but the high prices ruling during 1900 being prohibitive, the inferior native Pernik coal became exclusively used by the railways, and Turkish coal by the Bulgarian Steamship Company.

Native coal
of superior
quality.

There are some extensive coalfields in the interior at Travna, not far from Tirnovo, affording a fuel the quality of which is said to approach that of Cardiff, but on account of their being at present nearly 20 miles away from any railway, the enormous cost of transport has prevented it being generally used. When, however the projected branch railway connecting the mines with the main line is completed, the concessionnaires calculate upon being able to put down their fuel at Black Sea ports at prices low enough to compete successfully with any British, Russian, or Turkish coal. In the meanwhile, owing to the recent commercial convention with Turkey, under which Turkish coal is now allowed to enter the Principality duty free, whereas all other foreign coal has to pay 10 per cent. ad valorem, the owners of the Erekli mines in Asia Minor are getting the preference.

Although the grain harvest of 1900 was, fortunately, an improvement upon those of the three previous bad years, frequent heavy rains during the summer favoured the growth of straw to the detriment of the grain, the wheat being dull in colour, not plump, and miserably light, averaging only 52 to 53 lbs. per bushel. The mean price for wheat, f.o.b. Varna, was about 5*l.* 2*s.* per ton. Exports Grain.

If some little attention were bestowed, the quality of the wheat shipped at this port might be vastly improved, but unfortunately, as it is, not only are the peasant growers careless as to whether the seed they sow has an admixture of rye or not, but the merchants also, before exporting, often add a further percentage of rye, the consequence being that Varna wheat is quoted in the European markets as a very low grade. At Bourgas this abuse does not or, at least, used not to exist, even the soft wheat sampling as a rule 3 to 5 lbs. per bushel heavier, showing occasionally as high as 62 to 63 lbs. It seems a pity that the Government do not take steps to check this mistaken and mischievous system, which causes enormous loss to the country, because on land suitable for wheat growing that cereal is more productive than rye, and naturally commands a higher price. Wheat.

Barley was also a fair crop, but the colour was bad. Maize is not very largely grown in this district, but the out-turn was extremely favourable, both as to bulk and quality, the weight averaging about 60 lbs. per bushel. The present price is equivalent to 3*l.* 18*s.* per ton f.o.b. Maize and barley.

Last year, for the first time, several hundred tons of bran have been shipped to Hamburg by the German steamers calling at this port. Its spot price here was about 48*s.* to 50*s.* per ton, and the freight, according to its relative coarseness or fineness, came to about 23*s.* to 26*s.* per ton. Bran.

Honey, too was a new article of export to the same destination. Honey.

The export trade in lamb and goat-skins shows a satisfactory increase, as does also that of shayak (serge) and woollen braid. Lamb and goat-skins. Woollens.

The United Kingdom is an importer of Bulgarian cereals to the amount of about 20 per cent., but it is Turkey which is Bulgaria's best all-round customer, being a large buyer, not only of wheat and flour, but also of all kinds of meat and provisions, sheep, fowls, oxen, and cheese, besides raw hides, cloth, and braid.

German and Belgian imports from this country are considerable, but are mainly confined to grain, while a few cargoes of wheat and maize have been sent to Spain.

France imports grain to some extent, but is also a good customer for lamb and goat-skins.

Austro-Hungarian purchases are restricted to a certain quantity of lambskins and eggs.

During 1900 the value of the imports at the port of Varna amounting to 435,300*l.*, and that of the exports to 349,800*l.*, the former exceed the latter by 85,500*l.*, but, to arrive at a more correct appreciation of the situation for this district, the returns of Balance of trade. In favour of Bulgaria.

the port of Baltchik must be included, where the direct imports, mostly timber and petroleum, amounted to only about 4,000*l.*, whereas 199,000 worth of grain was shipped thence, thus giving a combined balance of 109,500*l.*, or 25 per cent. value exports over imports.

**Shipping.
British.**

Of the 44 British vessels touching at Varna during the last 12 months, 30 were Liverpool or London steamers, bringing 5,340 tons of cargo, of which, however, about 600 tons came from Antwerp, while 13 steamers loaded about 28,000 tons of grain, mostly Gibraltar for orders, but also for Belgium, France, Germany and Spain. 11 British steamers also took in grain cargoes at Baltchik.

Foreign.

Besides the Bulgarian Navigation Company, mostly doing a coasting trade, which, partly owing to defective management, cannot be said to be remunerative, the Russians, Austrians, Germans, and Greeks have lines of steamers calling here regularly, but the first mentioned, fortnightly to and from Odessa, lands but little cargo, and takes away less.

The Greek steamers are of very small tonnage, but they appear to do a fair business. The Austrian Lloyd have put on another weekly service, with boats calling at Constantinople, Bourgas, Varna, and Kustendjé.

The Deutsche Levante line succeeded some months ago in securing a yearly subvention of 120,000 *fr.* from the Bulgarian Government on condition of their boats calling here regularly four times a month, twice up and twice down, and upon their reserving space for at least 500 tons of cargo that might be offered for loading. There has been a great outcry against this arrangement on the ground of its being onerous and unnecessary, and accusations of jobbery and bribery have been rife, but although the German company undoubtedly made a good bargain, shippers have largely availed themselves of these extra facilities for despatching parcels of cargo, and an outlet has been found for some classes of native products not heretofore exported to European markets.

Freights.

The freights outward from this port during the greater part of 1900 were very remunerative, going as high as 19*s.* 6*d.* per ton wheat; towards the end of the year they dropped suddenly to 10*s.* and 11*s.*, which is about the present rate.

**Public works.
Harbour
works.**

At the commencement of the harbour works it was foreseen in the Varna Trade Report for 1894 that the contract price of 276,000*l.* offered small margin for legitimate profit, and that, therefore, the Bulgarian contractors, in the event of their failing to get scamped work passed, would have to come to a stop. This is what has now happened. Thanks to exceptionally favourable circumstances—the absence of heavy storms, which would generally have to be allowed for, the abundance of cheap labour available owing to the large influx of Armenian refugees and to other causes, and to the stone-quarrying proving unexpectedly easy—any engineering firm duly equipped with the necessary experience and the needful plant could by this time have brought the undertaking to a satis-

factory conclusion, and still have made money on it. All these qualifications, however, were lacking in the persons who took over the contract, the consequence being that a deal of money was wasted from their setting about the operations in a mistaken manner. Finally, not succeeding in gaining over to their views the French engineer appointed by the Bulgarian Government to superintend the execution of the plan, all work was stopped in July, 1900. Since then operations have just recently been resumed by a new Compagnie Anonyme, who offer much better moral security, but who are hampered by want of capital, so that judging by the present rate of progress it will be several years yet ere the harbour is finally completed. Even as it now stands, however, rendering great caution necessary for vessels entering the port, the breakwater affords very fair protection.

A provisional, but not yet definitely-ratified concession has been granted for lighting this town by electricity, the estimate being for 50 arc lights of 10 ampères each, and 1,500 lamps of 16 candle-power. The concession would be for 40 years, and the lowest tender was 48 c. per kilowatt per hour for the public lamps, 55 c. for municipal buildings, and 80 c. for private consumers.

There being no water-power available, the energy would have to be generated by steam engines.

A municipal loan for 4,000,000 fr. (160,000*l*.) for drainage, waterworks, &c., was in contemplation; and very near being concluded with some French banking houses, but owing to change of Ministry, and the unsatisfactory condition of finances in general, it is not expected that the scheme will be carried out, at least, for some time to come.

RETURN of all Shipping at the Port of Varna during the
Year 1900.

Nationality.	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Cargo.	Number of Vessels.	Tonnage.	Cargo.
			Tona.			Tona.
British	44	68,605	5,846	48	56,900	28,823
Austro-Hungarian ..	54	57,958	4,300	54	57,958	6,743
Bulgarian	118	67,396	10,751	118	67,396	5,500
French	2	2,310	..	2	2,310	1,926
German	10	14,685	1,047	10	14,685	4,533
Greek	111	30,410	8,000	110	30,399	5,075
Russian	57	50,790		57	50,790	
Turkish	118	23,883		117	23,663	
Others	8	6,596		8	6,596	
Total	522	322,633	29,444	519	310,697	52,600
„ 1899	546	424,819	35,274	540	425,949	52,924

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CHILE.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR
DISTRICT OF COQUIMBO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2395.

*Presented to both Houses of Parliament by Command of His Majesty,
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1901.

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No. 2567.

Annual Series.

Reference to previous Report, Annual Series No. 2395.

*Report on the Trade and Commerce of the Consular District of
Coquimbo for the Year 1899*

By MR. CONSUL ANSTED.

(Received at Foreign Office, March 16, 1901.)

The trade of Coquimbo during 1899 was inferior in volume to that of the preceding year, the statistics showing 65,000% less in exports and 54,600% less in imports, or a total diminution of 119,600%, for which copper was responsible to the extent of some 34,000% of the exports, and coal and coke for 30,000% of the imports. General remarks.

On the other hand, and notwithstanding the inference suggested by statistical returns, active internal trade was being briskly carried on throughout the year, and the province, and particularly the port of Coquimbo, showed unmistakable signs of increasing prosperity.

The port is now used as a winter station for the Chilean fleet, and is the most suitable coaling station for ships-of-war within any convenient distance from the headquarters at Valparaiso. The presence of these ships stimulates trade in almost all its branches.

The "fine" copper output in 1899 was considerably smaller than that of 1898 and reached only about 8,500 tons in all, a shortage attributable in part to the unscientific methods of mining in general operation, for a considerable proportion of the miners prefer trying their luck on small claims of their own taking up to hiring out their services to the companies and other owners of the more important mines, with the consequence that their labour is expended in the most wasteful manner.

This unproductive diffusion of effort, added to the prevailing scarcity of working hands, prevented that development of the industry which might have been expected from the high market price of the metal. The prospecting operations too were unsuccessful in discovering any new deposits of fusible copper ores.

No material alteration in the movement of steamers took place during the year 1900, though in sailing vessels there was a falling-off as regards the number of ships, which, however, does not necessarily imply diminution of trade. Shipping (1900).

The figures of the "Return of Shipping" are in one respect misleading; inasmuch as they show totals out of all proportion with the weight or bulk of merchandise received or dispatched at Coquimbo, owing to the fact that the numerous steamers that call in bring and take away only part cargoes, and generally very small parts of cargoes, of goods that must be classified with those of the coasting trade in their major part. However, the sea carriage gives employment to a considerable number of the work-people as stowers, lightermen, boatmen, &c., at this port, and to it may be attributed much of the prosperity of this little place.

Imports.

As in the case of the year 1898, the imports for 1899 showed a relatively large diminution upon the totals of the year preceding. This was particularly noticeable under the heads of "Alimentary" and of "Coal and Coke"; the former affected by the new customs tariff of duties upon preserved provisions of all sorts, both solid and liquid, while coal and coke felt the effects of the cessation of purchases of navy steam coal by the Chilian Government for storage at Coquimbo. In "Textiles" and "Manufactured metals" there was a slight increase, a satisfactory circumstance.

The British-made ironmongery and crockery ware, and also barbed wire for fencing, seemed to be giving place to articles of German and Belgian manufacture.

Exports.

Copper exports (the most important exports) were inferior to those of 1898, as mentioned in a previous paragraph, both in quantity and intrinsic value, but over the same period the manganese trade, stimulated by better prices, was much more flourishing than it had been for some time before.

The "other articles" exported were less by nearly 60,000*l.*, and but for a spurt on the chinchilla skin market would have shown a still larger deficit.

The chinchilla is in danger of extermination, for the chase of the animal is carried on with no respect for the breeding season, and should the demand for the skin continue to be as active as it was during 1899 there will soon be no chinchillas left in the province.

The supply of algarrobilla seed, used for tanning, will also fall off ere long unless some effort be made at replanting and cultivating the algarrobilla tree.

Industries.

Mining is the principal industry of Coquimbo and copper smelting consequently stands in a prominent position among the industries of the province, there being very important works at Guayacan (close to Coquimbo), and works of less productive power at Panulcillo and at several other mining centres.

The smelting at the little port of Tongoy has been suspended, but operations have been recommenced at Huasco, 60 miles further north.

Copper-mining had not shown signs of development on a satisfactory scale up to the end of 1899, but the manganese yield increased very materially, the value of the output reaching 40,000*l.* as compared with the 20,000*l.* worth exported in 1898.

Its agricultural produce supplies the needs of the inhabitants of the province, leaving a not inconsiderable surplus, principally of green vegetables, for transmission to the northern Chilean ports.

Public works are in progress, on a not very large scale, at various places, the railway up the valley of the river Coquimbo being the principal undertaking, carried on by contract for account of the State. An extension of the line destined eventually to connect Coquimbo with the capital is also being pushed southwards, but not with vigour. Both lines are of the 1 metre gauge and the rolling stock is of British and American make as regards metal work; the timber for all wagons is of native growth, and is worked up in this province and in the south.

Three large and numerous smaller breweries produce sufficient light beer to feed an active trade locally and along the coast northwards.

Spirit is being distilled in increasing quantities, and the cultivation of the grape is very general.

There are soap-works and tanneries but not on a large scale, though large enough to supply the neighbourhood.

RETURN of British Shipping Engaged in the Carrying Trade of Foreign Countries and British Possessions to and from the Port of Coquimbo during the Year 1900.

Country.	Entered.*		Cleared.*	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
United Kingdom ..	4	4,911	3	3,262
New South Wales ..	1	851	..	..
Total	5	5,762	3	3,262

* With cargoes.

Annex A.—RETURN of all Shipping at the Port of Coquimbo during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	10,179	207	336,754	216	346,933
Chilian	25	11,855	203	220,505	228	232,360
Other countries ..	12	13,294	54	131,147	66	144,441
Total, 1900 ..	46	35,328	464	688,406	510	723,784
" 1899 ..	59	35,836	479	683,826	538	719,662

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	10,763	208	339,703	217	350,466
Chilian	22	10,717	203	220,505	225	231,222
Other countries ..	12	10,833	54	181,147	66	141,980
Total, 1900 ..	43	32,313	465	691,355	508	723,668
„ 1899 ..	65	37,299	477	672,031	542	709,330

Annex B.—RETURN of Principal Articles of Export from Coquimbo during the Years 1899–98.

Articles.	1899.		1898.	
	Value.	Quantity.	Value.	Quantity.
	£	Tons.	£	Tons.
Copper, manufactured and in ores, &c.	437,820	8,576	471,733	10,978
Manganese ore	41,980	..	17,671	..
Precious metals	33,320	..	31,386	..
Other articles	107,280	..	164,660	..
Total	620,350	..	685,500	..

RETURN of Principal Articles of Import to Coquimbo during the Years 1899–98.

Articles.	Value.	
	1899.	1898.
	£	£
Alimentary, including liquors	58,265	75,183
Textiles, clothing, &c., included	23,335	22,930
Manufactured metals, machinery, &c. ..	17,920	12,522
Coal and coke	40,435	69,533
Other articles	61,075	76,024
Total	201,530	256,182

COQUIMBO.

7

Annex C.—TABLE showing the Value of all Articles Exported from and Imported to Coquimbo to and from Foreign Countries during the Years 1899–98.

Country.	Exports.		Imports.	
	1899.	1898.	1899.	1898.
	£	£	£	£
Great Britain and dependencies	424,970	437,035	86,740	112,749
France	142,575	144,100	13,965	9,193
United States of America	19,800	54,595	10,670	18,002
Germany	11,180	16,390	53,455	71,965
Other countries	21,825	33,380	36,700	44,373
Total	620,350	685,500	201,530	250,182

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Report on the Trade of Ssumao and Mengtse for the Year 1899
By MR. ACTING-CONSUL LITTON.

(Received at Foreign Office, November 26, 1900.)

Ssumao, situated in the south-west corner of Yuunnan, on the edge, so to speak, of the Chinese Empire, was declared open to foreign trade in the year 1897. Hopes, based partly on the fact that the town, occupying a position near the frontier of British, French, and Siamese territories, is also the starting point for several roads into China, were entertained that a considerable commerce would spring up between Tonquin and Burma on the one hand and Yunnan on the other. How far these hopes have been falsified by experience is shown by the following returns of the Imperial Customs:—

				Returns.		
				Value.		
				1897.	1898.	1899.
				£	£	£
Imports	..	..	..	25,122	36,752	27,803
Exports	..	..	..	5,103	5,735	6,900
Total	..	..	..	30,225	42,487	34,703

In 1899 the duties collected amounted to 1,296*l.* which is not sufficient to pay for the staff, and the total returns for a year when the trade of nearly every port in China showed an unprecedented development give a decrease of nearly 8,000*l.*, or 20 per cent.

I am of opinion that there is little chance that the foreign trade of Ssumao will ever assume considerable proportions, that the political and commercial importance of the place has been grossly exaggerated, and that its opening has resulted in no benefit to British interests. I submit the following reasons:—

(1) The town itself consists of only 1,800 houses, chiefly built of mud, and containing a population of not more than 9,000. In

Canton province a place of this size would be regarded as a large village, and in Ssuchuan as a third-rate market town.

(2) That part of Yunnan which can most conveniently be served from Ssumao is mountainous, sparsely populated and exceedingly poor, even for so poor a province as Yunnan.

(3) The population consists largely of Shans, Lolos, Lohei, and other tribes, who, however interesting they may be to the ethnologist, are far behind the Chinese as commercial units.

(4) The communications are execrable; the main route from Ssumao to Yunnan or Mengtse is an excellent highway for developing the muscles of the traveller, but from the merchant's point of view it must be one of the worst roads in the world. Heaps of boulders and quagmires 30 yards long and 4 feet deep vary the monotony of the route, and wear and tear in transitu is a very serious element in all trading operations.

(5) With the exception of the tea industry which is centred at Ipang to the south of Ssumao, and the salt industry near Puerh, there are no local products of any importance whatever.

(6) Large districts in the Shan States, which were served from China in the prosperous days of Yunnan, have now been taken in hand by the Government of India and trade with Rangoon by way of the new cart-roads and railways. A large number of muleteers whose homes are in South-West Yunnan are now migrating with their beasts to British territory where trade is brisk and good Government contracts for transport are to be had.

(7) Owing to tropical rains and malaria trade with the Shan districts to the south and south-west of Ssumao is almost entirely suspended for four months (June to September) every year.

(8) It is 24 days' march from Keng Tung the nearest post in the British Shan States. The intervening country is of little importance.

Thus, at Ssumao, all the conditions necessary for a flourishing British commerce are conspicuous by their absence, and it is so remote (18 stages) from Yunnan-fu, the provincial capital, and news percolates so slowly, that the officer stationed at Ssumao can only be very imperfectly informed of what is going on in Chinese official circles.

In the year 1899 the following were the principal imports :—

Principal
imports

Articles.					Value.
					£
Raw cotton	..	..	..	..	25,580
Deer horns (for medicine)	..	..	..	..	2,110
Foreign cottons	..	..	..	..	991
Burma cotton..	..	..	..	..	494
Tigers' bones	..	..	..	..	442

Exports.

The principal exports were :—

Articles.	Value.
	£
Iron goods, chiefly pans	1,625
Straw hats and hat covers, worn by Shans..	1,300
Silk	1,187
Opium	487

The number of transport mules and ponies returned as passing the customs in 1899 was 27,011; of coolies, 5,033; animals carry about 140 lbs., while a man's load is about 90 lbs. Transport at Ssumao is neither good nor abundant; the cost of transport for a load of cotton to Yunnan-fu is about 5 taels (16s. 3d.).

Besides the trade controlled by the Foreign Customs there is a considerable native trade controlled by the likin officials. The exports through this source are:—

(1) Salt in lumps or cakes. This is a very ancient and important trade. In many of the Shan States the ancient practise of using lumps of salt for currency still obtains. Two mules out of every three seen at Ssumao are laden with salt, the product of brine-wells near Pu-erh, which is distributed all over the Shan States. It is often used by weight for money as mentioned above. Oxen are commonly used for the transport of salt.

(2) Iron, which is sold to the Shans to make "dahs" or swords.

(3) Straw-hats and Chinese groceries. The chief native import is the well-known "Pu-erh" tea. This comes through Ssumao from the Chinese Shan Dependencies to the south. The chief markets for this article, which is never likely to find favour among foreigners, is in Yunnan-fu, Ssuchuan, and Central China. The leaf is collected over a wide area of the Shan country; some of it even comes from British territory.

The trading season at Ssumao opens in October or early November when the rains cease; caravans of laden mules then leave Ssumao for the Chinese and Burmese Shan States with salt, iron, straw hats, tea and Chinese groceries. The traders spend the whole of the open season in hawking their goods about the Shan States, and many of them go as far as Mandalay; they return to their homes in Yunnan in April or May bringing cotton, deer-horns, foreign cotton goods and foreign sundries, such as aniline dyes. The traders are principally Mohamedans of Yunnan.

A few caravans from Thibet visit Ssumao every winter, travelling viâ Ta-Li and Shun-ning. Their object is to purchase tea.

No reliable figures can be given for the trade passing through the native likin at Ssumao, or through the various small trading villages on the frontier to the east and west of the town, but it is probable that not more than one-third is accounted for by the Foreign Customs. Even so, these figures are not encouraging; the bulk of the trade is purely native, and consists of hawking on a

large scale. It is highly unlikely that any foreign merchant will ever settle at Ssumao, and the good people of the town are not a little surprised that it should have been the subject of international treaties.

Trade of
Mengtse.

While Ssumao has been a complete failure, Mengtse, the other open mart of the southern frontier of Yunnan, has been a conspicuous success. Mengtse is situated (lat. 23° north, long. 104° east) near the French Tonquin border, almost due south of Yunnan-fu, from which capital it is distant eight easy stages for pack animals over a plateau sloping up towards the north. The climate is excellent. A day and a-half's journey to the south from Mengtse brings the traveller down into the low-lying and tropical valley of the Red River at Manhao, whence there is direct communication with the sea. Goods are brought from Hong-Kong to Haiphong on the Tonkin coast, and thence up the Red River in junks. Small steamers can reach Laokai on the Chinese frontier, but the navigation is so uncertain that shippers prefer junks.

The Red
River route.

Mengtse
trade returns.

The difficulties of navigating the Upper Red River and the two days' mule transport from the river valley up on to the plateau of Mengtse, are serious hindrances to the trade, yet Mengtse is the commercial key of the best districts of Yunnan, and the returns for the last three years are very satisfactory :—

				Value.		
				1897.	1898.	1899.
				£	£	£
Imports	..	..	..	389,029	398,748	548,216
Exports	..	..	..	171,882	198,056	306,086
Total	..	..	..	560,911	596,804	854,252

Among imports the chief items in 1899 were as follows :—

Articles.				Value.
				£
Indian yarns	..	..	..	356,171
European cotton goods (chiefly grey shirtings and T-cloths)	..	..	..	85,425
Japanese yarns	..	..	..	88,244
Woollen goods	..	..	..	18,850
Tobacco	..	..	..	21,487
Native cottons	..	..	..	14,950
Matches	..	..	..	8,612

The principal exports were as follows :—

Articles.					Value.
					£
Tin in slabs	..	..	..	..	245,382
Yunnan opium	..	..	..	..	42,907
Pu-erh tea	..	..	..	..	4,599

It is notable that in 1899 only 59,800*l.*, or a little over 7 per cent. of the total trade, is to or from the French Colonial Empire; all the rest, or 93 per cent., comes from or goes to the British colony of Hong-Kong.

The town of Mengtse itself is neither large nor wealthy; it is little more than a forwarding station for goods. The Chinese merchants in Hong-Kong barter their yarns and cottons against Yunnan tin and opium. There are three large warehouses at Manhao, whence the imports are forwarded on mules to Mengtse, whence after passing the customs they are commonly sent on into the interior under transit pass on the day of their arrival. There are no banks in Mengtse, and in a town through which over 750,000*l.* sterling of Hong-Kong trade passes it is a matter of great difficulty to change a cheque on Hong-Kong.

From another point of view, Mengtse is of considerable importance. Situated on the edge of the healthy plateau of Yunnan, it is the natural sanatorium for the French officials and soldiers who are compelled to live in the low and unhealthy valley of the Red River.

The reasons for the satisfactory development of the trade may be summarised as follows:—

(1) The Red River is the natural trade route between Hong-Kong and Yunnan, the land carriage being much less than by the West River route.

(2) The respect paid to transit passes by the local officials in Yunnan is very beneficial to the trade. Thus in 1899 no less than 85 per cent. of the total imports and 95 per cent. of the cottons and yarns went into the interior under transit pass. An examination of the places for which passes were issued goes to prove that Mengtse supplies South Yunnan only. The towns which took up most of the imports were, in the order of their importance:—Yunnan-fu, Cheng Kiang, Chu Ching, Kai Hua, Lin An, all important centres in South Yunnan. Thus Mengtse is the chief supply town for a district containing a population of about 2,500,000, or about half of the whole province.

The unwonted observance by the officials of the treaty stipulations about transit passes is not due to foreign pressure, but to the action of the high officer (Taotai) who first opened Mengtse, and was an enemy of the likin officials. The passes once established have been maintained by the vigilance of the Commissioner of Customs.

(3) The considerable tin production which enables the Yunnanese to pay for their cottons and yarns. The important mines

of Kuo-chiu are conveniently situated near Mengtse, and heavy charges for freight are thus avoided. In 1899 the price of tin in Hong-Kong was very favourable to the operations of the local merchants and gentry who own the mines.

In view of the large production of these mines, it is hardly necessary to state that the provincial board of mines which has hitherto effectually prevented the development of the mineral resources of other parts of Yunnan has nothing to do with the management of Kuo-chiu.

**Pacification of
the Red
River.**

(4) The tranquillity of the Red River, which was formerly much infested by pirates, is absolutely essential to the maintenance of the Mengtse trade; this has been secured by the action of the French authorities. Soon after the conquest of Tonkin, Mengtse was found to be the most suitable mart on the Chinese side of the frontier, and since then the disorders on the Red River have been gradually suppressed. Roads, telegraphs, and military stations have been established by the French along the great route, and though the natural obstructions to navigation have not and probably cannot be altogether removed, it should be remembered that the pacification of the river is entirely the result of French control, and that, were that control removed, the river highway would very soon be blocked.

**Disorders on
West River.**

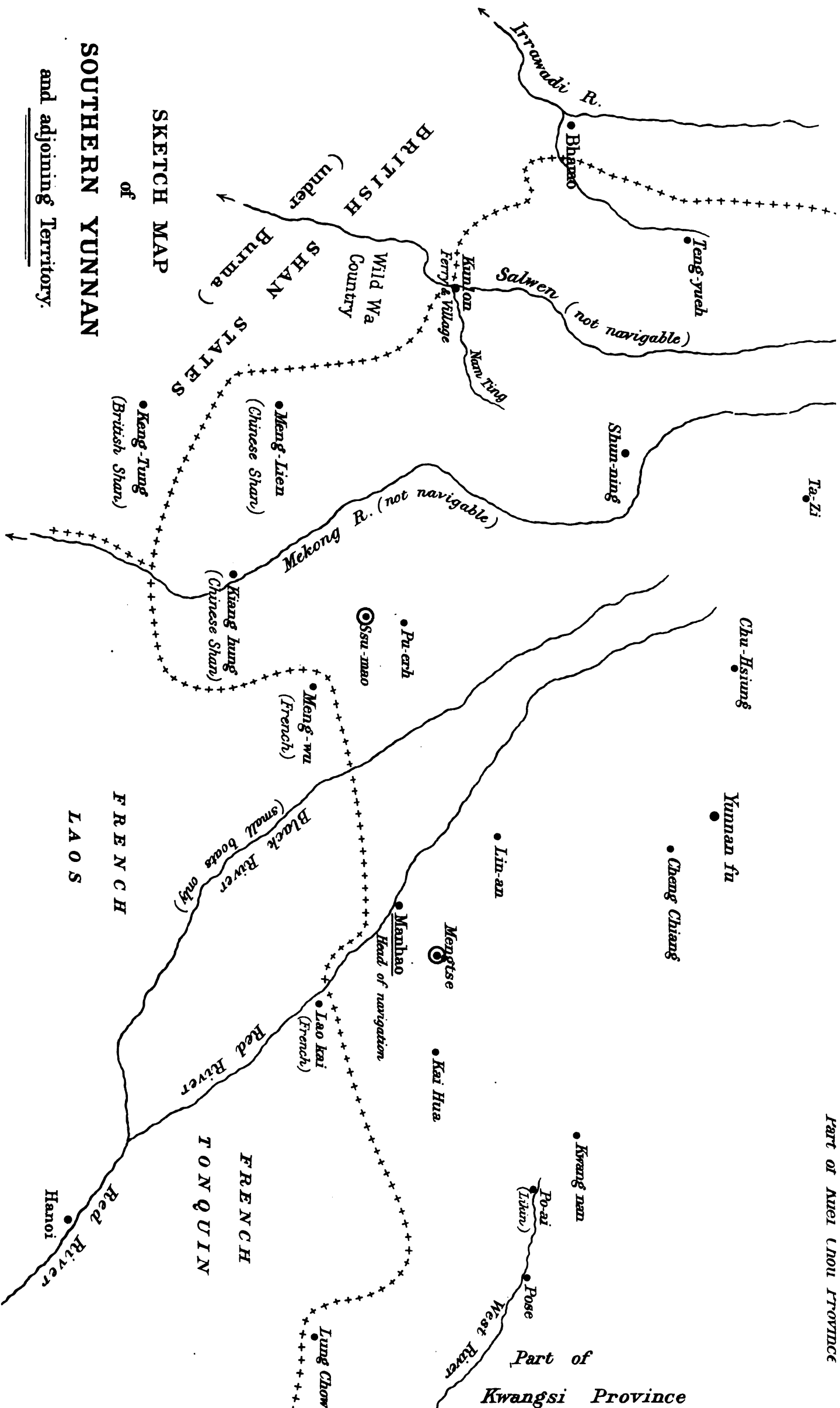
(5) The unsatisfactory condition of the Chinese or West River route from Hong-Kong and Canton to Yunnan has driven the trade to its rival the Mengtse route. The opening of Wuchou has done little or nothing to improve the condition of the Upper West River; in the year 1899, after traversing the chief trade routes of Kwangsi, I came to the conclusion that this province had for some years been so infested by bandits who prey upon the West China opium and yarn trade, that no great volume of trade could be expected to pass to Yunnan by the West River. Most of the robbers have been expelled from Tonkin by the French and find a happy hunting ground in their own country where the officials are too weak to deal with them. Furthermore, after goods have been landed at Po-se or Pei-NGai, the heads of navigation on the West River, there is a long overland carriage of 18 days to Yunnan-fu along an execrable road and through very poor country. The number of dilapidated inns and stables, and the relics of stone causeways, coupled with the present scarcity of pack animals along this route, lead one to suppose that previous to the opening of Mengtse there was a considerable trade viâ the West River.

**Present trade
on the West
River.**

In spite of the blackmail levied by robber bands, there is still a considerable opium trade viâ the West River for the Canton market. This trade, I think, may be estimated at about 8,000 piculs (1,664,000 lbs.), value about 365,000*l*. The reason for the continuance of this trade, which is confined to the Canton market, is that the combined risks of bad roads, brigands, and likin are more than counterbalanced by the heavy charges for exporting from China through French territory, and reimporting into China viâ Hong-Kong.

**Proposed
French**

For the complete development of the Mengtse trade, a railway



SKETCH MAP
of
SOUTHERN YUNNAN
and adjoining Territory.

from Hanoi or Haiphong in the delta of the Red River to Yunnan-fu, viâ Mengtse, is indispensable. It very likely would not pay its way at first, but indirectly it would be of enormous benefit to South Yunnan, provided that the management was conducted on reasonable principles. A complete railway system for Tonquin has for some years been under consideration, and surveys and alignments have been made for an extension from Laokai, the present head of steam navigation on the Red River, to Yunnan-fu; Chinese official proclamations were issued in 1899 stating that the line was the joint undertaking of China and France. The only natural difficulty is the ascent of nearly 4,000 feet from the valley of the Red River to the plateau of Mengtse; but a far greater obstacle is the strenuous, if covert, opposition of the officials, gentry, and literati, which found expression in 1899 in fierce anti-foreign riots.

The routes to Yunnan-fu, viâ British Burma, may be briefly mentioned:—

(1) From Mandalay to Kunlon Ferry across the Salween and to Yunnan-fu viâ the valley of the Nam Ting and Shunning-fu. After examining the greater part of this route, I am clearly of opinion that it is both expensive and valueless, unless possibly it is to be considered as part of a larger scheme for carrying a line through to Ssuehuan and the Yangtse. The country to the east of the Salween through which this line would pass is exceedingly poor and difficult; Shunning, which would be the first objective, is a tumble-down city of third-rate importance.

(2) The Irrawadi route to Bhamo and thence to Tengyueh (Momein) in China and so to Yunnan viâ Tali. A good part of the country on the high road from Tengyueh to Yunnan is well populated. Several Chinese officials of experience have expressed to me the belief that when this route is properly opened the imports by it will equal those by the Mengtse route. At present only a small portion of the latter go north or west beyond Yunnan-fu. It is, however, unfortunate that there does not appear to be any staple export in the Tengyueh district, such as tin at Mengtse, which will enable consumers to pay for their imports. Still the history of the Mengtse trade proves that the Yunnanese possess the commercial instincts of the Chinese race, and if the Bhamo Tengyueh route at all answers to expectations, the minor enterprise of a railway between those two towns will be well worth considering.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2303.

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Report on the Trade of Hankow for the Year 1900

By ACTING-CONSUL GENERAL E. H. FRASER.

(Received at Foreign Office, April 27, 1901.)

The annual review of the trade of a port of old standing where the business of foreign firms other than steamship agents is confined to a few articles of export and import can rarely be made interesting. The import trade of Hankow, as of most other open ports in China, is almost entirely in the hands of Chinese dealers, who themselves visit Shanghai to obtain their supplies, and it is usually impossible to ascertain the causes of the fluctuations in the amount of the various articles brought up by steamer. Of these imports again a very large proportion is re-exported westward by steamer or goes inland under transit pass, while even of the remainder much probably is shipped away by junk, so that even the local consumption is uncertain. In the export table likewise are included the products of Western China that pass out via Hankow through the Imperial Maritime Customs. Finally of the trade conducted through the native customs no statistics are available, so that even comparison of the Imperial Maritime Customs figures for several years supplied no certain index of the course of trade, since an increase or decrease in any item may simply be due to profit being found in recourse to one customs rather than the other. Introductory.

The Imperial Maritime Customs returns for 1900 are surprisingly good when it is remembered that the Boxer outbreak in the North paralysed trade on the Yangtse for nearly two months in the summer, during which the native banks feared to advance money. The figures for the first two quarters of the year equalled those during the same period of the record year 1899, and it was only in the September quarter that the effect of the Boxer madness was plain. There is thus reason to hope that, provided that the present high prices for exports continue, the trade passing through Hankow will not suffer long from the depression of 1900. Want of cheap transport is the great hindrance to the export trade, on which of course depends the extension of the demand for imports, and so very possibly the want of water in the creeks and streams during last summer had

Total trade
through
Imperial
Maritime
Customs.

Causes of
decrease.

more to do with the falling-off of exports than the state of the political atmosphere which so seriously affected imports.

The following table shows the gross trade through the Imperial Maritime Customs during the last three years. It should be remembered that the value of the Haikwan tael was reckoned in 1899 at 3s., and in 1898 at 2s. 10½d. :—

Comparative table.				Value.		
				1898.	1899.	1900.
				£	£	£
Imports—						
Foreign	..	..	..	3,027,332	4,469,663	3,887,970
Native	..	..	..	2,663,879	3,542,632	2,733,238
Exports—						
Native	..	..	..	4,421,950	5,619,509	4,586,709
Total	..	..	..	10,113,161	13,631,854	11,212,917
Re-exports—						
Foreign	..	..	..	738,801	1,219,639	1,067,488
Native	..	..	..	1,692,725	2,331,906	1,995,338
Net total	..	..	..	7,681,635	10,080,309	8,150,091

The preponderance of exports over imports, even disregarding the transit trade east and west, is thus nearly 1,000,000%, but the imports of treasure exceed the exports by 800,000%.

Shipping:
British.

The increase in the number of British steamers is partly due to a British-owned launch making a few trips; for while 10 vessels of 4,902 tons entered, nine of 177 tons cleared in ballast. There were no direct steamers for London, but this deficiency was made up by the chartering of one for Odessa and two for Vladivostock with tea, in consequence of the vessels of the Russian Volunteer Fleet being taken up by the Government.

Russian.

The increase in tonnage of Russian steamshipping is accounted for by the fact that this year the figures include two launches which entered and cleared in ballast, while as noted above the regular steamers were elsewhere engaged.

Japanese.

The Japanese river steamers made more trips to Shanghai and Ichang than in 1899, and their wharf being in the native town, they take some cargo from their British competitors.

German.

Two German lines with a total of five steamers are now running on the lower river and will soon trade also to Ichang. They are well-supported by German merchants, who in other commodities than tea do the largest share of the foreign export trade. In spite of offering free towage, however, the new lines have not as yet captured much of the Chinese export trade. No war of rates has been entered upon, and there is even talk of the new lines entering the Anglo-Chinese steamer combination. A German firm also ran direct steamers to and from Swatow during the summer.

Chinese.

The enormous increase in the number of Chinese steamers

entered and cleared is due, as the tonnage shows, to the plying of two small boats between Hankow and Yochow.

The vessel representing Sweden and Norway has passed under the German flag; one Austrian and a Belgian vessel brought materials for the Lu-Han Railway, while a Danish steamer was chartered to take tea to Europe. Other flags.

The sailing vessels are lorchas or chartered junks which under special pass, convey produce to river ports. Sailing vessels.

839 launches of 15,531 tons entered and 843 of 15,642 tons cleared represent trips to places round about under the Inland Waters Navigation Rules. These Chinese launches carry passengers only, no foreigner having yet found it worth while to carry even certificated cargo under the new system, probably from doubt as to the treatment of native crews and supercargoes by the Pekin authorities. In a country so well provided with waterways the carriage of passengers alone should engage a numerous fleet of launches when once the opposition to the sailing passage-boats dies down. Inland navigation.

Unfortunately, the opening to trade of Yochow, at the mouth of the Tungting Lake, has had the curious result of killing the launch traffic from Hankow into Hunan. The Imperial Maritime Customs rules that an inland-waters launch may not run beyond the next open port. As Yochow is destitute of trade steamers call rarely and do not connect with launches running on Hunan rivers. The result is that passengers from and to the interior often find themselves stranded in mid-voyage, and accommodation can be obtained only at the city five miles from the port. Opening of Yochow, its effect.

A decrease of $8\frac{1}{2}$ per cent. from the 1899 total of foreign imports leaves 1900 still 2,000,000 taels ahead of any other year despite the impediments to trade noted at the beginning of this report. Imports: Decrease.

The steady decline in the importation of Indian opium continues: Malwa is not half the 1895 figure and Patna has lost one-third in the same period. The supply of native opium cannot be gathered from the customs tables, as practically all the dry drug recorded therein is re-exported to Shanghai and other coast ports, to which places alone it is cheaper to ship by that channel. Opium.

Cotton goods show the heaviest decline, American jeans and sheetings being the chief exceptions to the general falling-off. Shanghai sheetings, which were first noted in 1900, increased from 340 to 780 pieces, and Japanese cotton cloth with nearly 16,000 pieces appears in the table for the first time. Cotton goods.

The gross import of Japanese yarn this year greatly exceeds that of the Indian article, but 171,013 cwts. of the latter were re-exported to the west against 40,280 cwts. of the former. The growth of Japanese competition is shown in the following table of gross import of the two commodities:— Yarn

Year.	Quantity.	
	Indian.	Japanese.
	Cwts.	Cwts.
1894	194,737	221
1895	228,342	107
1896	245,368	4,273
1897	203,504	62,008
1898	181,668	92,042
1899	277,521	295,756
1900	196,671	277,970

This extraordinary development may be due to the cheaper freight on the Japanese yarn or to its being twisted in the same direction as the native article. The supply of yarn from the Shanghai Mills fell from 140,351 to 115,288 cwts., of which only 6,586 cwts. went into local consumption. The export of the produce of the Wuchang Mills, likewise, was less by 18,742 cwts., the work having almost ceased during the troublous months. The values of the four kinds, according to the customs returns, are per cwt: Indian, 3*l.* 6*s.* 8*d.*; Japanese, 3*l.* 1*s.* 5*d.*; Shanghai, 2*l.* 18*s.* 9*d.*; Hankow, 2*l.* 14*s.* 9*d.* Japanese yarn is gradually ousting Indian yarn from its stronghold won with much difficulty in Szechuen; and Indian yarn may presently fall to the position of British, only special counts of which are still in demand. Of the three competitors for the yarn supply of the west, the Hankow Mills seem handicapped by inferior management and perhaps old machinery, while the labour rate and the price of cotton kept down the Shanghai product.

Woollen
goods.

Woollens—never a prosperous branch of trade—fell off under every head.

Metals.

Ironware, unclassified, which rose from 3,072*l.* to 12,210*l.*, represents mining apparatus chiefly. Steel and zinc (394 and 59 tons, against 144 and 32 tons) were for the use of the Hanyang and Arsenal Works. Copper sheets, ingots, and slabs all advanced considerably, and tin slabs which, during the previous five years, had steadily decreased from 183 to 42 tons, rose again to 110 tons. The demand for tins arising from the installation of oil-tanks will probably improve this figure. The decreased export of tea is not reflected in the import of lead in pigs, but possibly the Mint and Arsenal used up some of the foreign lead and copper. Yunnan lead was also imported in increased quantity.

Sundries and
native
imports.

Among foreign sundries are many articles that also figure as native imports simply according as they are shipped via Hong-Kong or native ports. It is convenient, therefore, to take together the two lists, few of the items in which are of interest to any foreign traders but the shipping companies.

Aniline dyes.
Needles.

Aniline dyes rise and fall in sympathy with piece-goods. Why the import of needles fell from 684,000 to 478,000 mille I know not.

Matches, both European and Japanese, which in 1899 were **Matches.** three or four times the 1898 import though still far short of previous years, fell in 1900 from 387,770 to 191,980 gross; Shanghai matches, which two years ago reached 147,000 gross, are this year only 22,000 gross. The reason is doubtless to be found in the success of the local factory.

The requirements of the Lu-Han Railway account for the **Cement.** fluctuation in the import of Portland cement, which rose from 67,000 to 107,715 cwts. last year and now stands at only 87,050 cwts., and also for the continued advance in railway **Railway materials.** materials and the reduction in value of locomotives from 3,944% to 909%.

The value of munitions of war rose from 25,740% to 32,091% **Munitions.** owing to the disturbed state of politics. The trifling export of munitions does not, of course, represent the activity of the Hanyang Arsenal whence great quantities of rifles and ammunition have issued for local use or transport up the Han or by the northern road.

The want of water prevented Hunan coal from coming forward **Coal.** in its usual quantity; the Hankow winter price rose from, say, 18s. to 24s. per ton, and the export fell from 77,198 to 51,558 tons. No coal came from the north though Kaiping coke rose from 2,200 tons, to which the competition of the cheaper local product had reduced it, to 3,255 tons. The demand for foreign coal, chiefly Japanese, was not alone due to these causes but chiefly to the facts that native coal is unsuitable for factory use, that the steamers on the Ichang line get their bunker coal from Shanghai, and that for the last two years Japan has exchanged coal for iron ore with the Hanyang Works. As a result the import of foreign coal rose from 18,287 to 33,777 tons, and the export of iron ore was 15,070 tons.

Owing to an alteration in the rate of likin at the end of **Sugar.** 1898, which it was said gave Swatow native sugars a serious advantage over Hong-Kong, brown sugar from Hong-Kong has fallen since 1898 from 108,561 to 71,237 cwts., white from 28,189 to 14,143 cwts., refined (the demand here is for inferior qualities only) from 55,944 to 27,446 cwts., and candy from 23,356 to 13,887 cwts. Representations have been made to the provincial authorities who promise adjustment on the basis of comparative local price. In 1899 native sugar profited greatly by the change, but this year financial difficulties among the Swatow dealers ascribed to the northern troubles caused a heavy decrease, the figures for the last three years being for brown, 217,200, 273,828, and 177,678 cwts.; for white, 181,399, 275,318, and 134,258 cwts.; and for candy, 813, 2,636, and 1,188 cwts. The lekin is supposed to be 10 per cent. ad valorem, and, as the Imperial Maritime Customs transit duty is only one-fifth of this rate, it is curious that the treaty privileges should not counter-balance any inequality in the lekin levy. The agents for Hong-Kong refined sugar report an increasing demand at the end of the year, and, if peace is restored, anticipate a brisk trade in 1901.

- Kerosene oil.** The consumption of American oil suffered, but not to the extent indicated by the import figures, from the native customer's lack of banking facilities and the stoppage of business for nearly three months in consequence of the unsettled state of affairs. The cheaper Russian oil, in spite of these drawbacks, arrived in increased quantity, and Sumatra oil, which had shrunk to 274,000 gallons, rose again to 728,900. The Shell Transport and Trading Company's oil-tanks a short way below port limits were not ready for use till the New Year; the facilities now obtained will probably affect very seriously both American and Sumatra kerosene at this port.
- Raw cotton.** A good cotton crop in this vice-royalty, and perhaps a less demand for Shanghai cotton to mix with the local product at the Wuchang Mills, accounts for the startling drop in the import of raw cotton from 83,078 to 11,680 cwts., and the corresponding rise in the export from 11,582 to 28,041 cwts.
- Tribute rice.** The diversion of the carriage of tribute rice, owing to the flight of the Chinese Court to Shensi, swells the native import total by 69,305*l*., the value of 320,855 cwts.; welcome freight for the river steamers. After, at vast cost, the rice had been got to Si-ngan most of it was, I am told, distributed among the starving inhabitants of Shensi. The quality was, some say, very inferior.
- Transit trade.** Of the six provinces to which foreign goods go from Hankow under transit pass, Szechuen alone did an increased business—108,308*l*., against 72,305*l*.—chiefly due to more yarn and kerosene being sent to the eastern part of the province. Hupei and Hunan reduced their supplies, especially of sugar and oils, by totals of 500,000 and 350,000 Haikwan taels respectively, and the diminished demand for yarn in Kueichow is responsible for a falling-off of 72,000 taels. That Hunan, harassed by boxers, rebels, and drought, took 54,000*l*. worth is as surprising as the heavy decline in the Shensi trade from 106,000*l*. to 69,000*l*. Chinese cotton-goods, on the other hand, improved their position in Hupei, Hunan, and Szechuen, Hankow yarn easily beating Shanghai, and the total value going under pass into the interior approached 90,000*l*.
- Exports :
Decrease.** The value of local products sent to Chinese ports fell off nearly 17 per cent., while the re-exports, chiefly tea and other produce, from Hunan and Western China, diminished by one-tenth. Direct exports to foreign countries, that is, tea, increased about 500*l*., Russia and Russian possessions being practically the only destination. Russian demand also is responsible for the 57,000*l*. rise in the value of re-exports, that is Kiukiang tea, sent abroad direct. The total cessation in the middle of the year of the North China demand for exports more than accounts for the total decline of about 13 per cent.
- Tea.** For the following remarks on the staple product, tea, I am indebted to a British firm :—
- Supplies.** The total supplies of Hankow teas during the season were 698,897, against 753,077 half chests in 1899, and the settlements 677,738, against 728,680 half chests. From Kiukiang came 210,228,

against 217,674 half chests last season. Shipments to Shanghai on native account amounted to 34,686, against 30,653 half chests in 1899. The subjoined table shows that the United Kingdom and Russia took considerably less than the amount required last year, while the figures for America and Canada doubled owing to anticipated changes in taxation which were not fulfilled. A certain amount of tea goes via the Han River to Mongolia and Siberia; in 1900 the total rose from 7,300,000 to 11,860,000 lbs., and the value from 79,500*l.* to 147,000*l.* :—

Destination.	Quantity.			
	1900.	1899.	1898.	1897.
	Lbs.	Lbs.	Lbs.	Lbs.
United Kingdom ...	8,271,788	10,210,283	8,052,584	9,940,839
Russia	35,447,587	25,940,112	22,874,747	19,610,645
Tientsin and North ..	6,905,756	23,889,948	26,553,905	19,037,180
America and Canada	10,583,182	5,264,276	4,567,052	5,811,527

The market opened on May 7 by the settlement of all the First crop. crack chops of Kheemuns on offer up to 50 taels. The condition of the crop, on the whole, was good, and, perhaps with the one exception of Ningchows, every district was in demand right through the season, and settlements were on a far larger and quicker scale than any previous year. Ningchows were a shade inferior to last season and Kheemuns a little better; Kutoans and Wenchows were poor; Hohows quite up to the average. Hankow teas, as a whole, were of good average quality, and Ichangs proved to be choice teas. Onfaas were fair and Secangtams good. For the first year on record not a single settlement was made in Kiukiang; last year quite 15,000 half-chests of the first crop were bought there.

Second crop teas began to arrive on June 14, but only a few Second crop. Ningchows and Kheemuns found buyers at Hankow, there being a much better demand in Shanghai. Hankow teas of good quality came forward to much the same amount as last year and met with a good demand for America.

Third crop was very small owing to continuous dry weather, Third crop. and the difficulty the teamen found in financing owing to the political troubles in the north.

The first teas were put on the London market on July 17; Home market. fine Kheemuns and Ningchows did fairly, medium grades were only moderately well taken but met with a fair export demand, common teas were in small supply. Towards the end of August the market slackened and has continued to droop in consequence of large supplies of common Indian and Ceylon teas.

There was no direct steamer for London for the first time on Shipping. record; the through rate for conference steamers via Shanghai was 57*s.* 8*d.* per ton, against 52*s.* 6*d.* last year, but the "Glen" and "Ben" lines took 55*s.*

- Albumen.** Although 2,825 cwts. of albumen were exported, against 1,785 cwts. in 1899, the trade is in such an unprofitable state that one large firm has ceased working and the others probably continue only because they prefer not to let their machinery stand idle. The Chinese have run up the price of eggs, and the home markets have full stocks at lower prices than albumen can now be supplied at. The foreign firms talked of combining, but the project fell through.
- Brick tea.** The heavy decline in the export of brick tea is due to the troubles in the north of China.
- Egg yolk.** The export of egg yolk for tanning purposes rose from 13,788 to 22,533 cwts., in sympathy with that of albumen. The refusal of the Chinese authorities to allow the import of fine foreign salt greatly reduces the value of the yolk which has now to be prepared with common Chinese salt full of dirt and impurities.
- Beans.** The partial cessation of the export from Newchwang to Southern China probably accounts for the increased export from Hankow of beans and beancake. Most of the latter goes to Swatow for use as manure.
- Egret feathers.** If the fall from 1,608 to 1,008 lbs. in the amount of egret feathers sent abroad indicates a change of a cruel fashion, it is not a matter for regret. The customs value is 195 Haikwan taels (28*l.*) per lb.
- Hides.** The hide trade is mostly in the hands of French and German houses. The season lasts from September to May, the best pelts arriving during the cold weather. In 1899-1900 prices rose steadily till, in December, they touched 33 taels per picul, a record quotation which buyers must have found disastrous, for during most of the season prices in Europe and America were below Hankow quotations. As the number of competing firms here has doubled within the last few years, while the quantity to be dealt in increases but slowly, commission business can hardly cover expenses and consequent speculation resulted in serious losses. The market re-opened in September to October at 25 taels, and this rate was maintained with slight variations due mostly to the course of exchange till the end of the year, the prices ranging only from 7½*d.* to 8*d.* per lb. The troubles of last summer neither affected the financial arrangements of native dealers nor the quantity of the supply which may probably exceed last season.
- Goat-skins.** After the bitter experience of last season, when prices collapsed from 62 to 37 taels, buyers have been more cautious and the market opening at 45 taels has slowly fallen to 40 taels, most of the business being done at 1*s.* 1*d.* to 1*s.* 2*d.* per lb. The customs figures show a decrease from 713,927 to 665,331 pieces.
- Other skins.** Other skins—cat, hare, racoon, tiger, &c.,—rose considerably, and sheep-skins (132,650) were more than three times the 1899 figures. The value of fur clothing also rose from 15,040*l.* to 27,328*l.*
- Native cloth.** Native cloth suffered even more than foreign from the disturbed state of affairs, falling from 16,237 to 10,900 cwts. in quantity, and from 81,834*l.* to 50,358*l.* in value.

The export of antimony ore, a foreign enterprise, increased ^{Ore,} from 2,048 to 4,353 tons, although only 28 tons against 80 tons ^{antimony.} came down under transit pass from Kueichow. The ore is partially treated in an establishment on the Wuchang Bank of the river.

Bean, ground-nut, sesamum seed, tea, and wood-oil represent ^{Oil.} in value over 12 per cent. of the exports to Chinese ports. Although the customs returns show a decrease in wood-oil, a fall in price of some 25 per cent., owing to the stoppage of shipments to the north induced a brisk trade for foreign countries. The oil is chiefly produced in Ch'en-chou in Hunan and costs there about 6s. per picul. The first shipments to Europe took place in 1897-98. On account of its rapid drying qualities it is mixed with European varnishes; in China the best sort is used for varnishing furniture, a thicker darker kind for making putty or chunam and for caulking and varnishing shop-fronts, junks, &c. Exporters here complain of loss from leakage due more to roughness in transshipping and bad stowage at Shanghai than to inferior coopering here. Sesamum seed oil goes like tea-oil to south for native use, but ^{Sesamum} sesamum seed finds its way to Europe and into olive oil. ^{seed.} The total export for 1896-98 was only 110,580 cwts., and the sudden rise is ascribed to the presence of plague in India, the usual source of supply.

Rice, which in 1899 was sent chiefly to Swatow under special ^{Rice.} facilities to the amount of 13,680 tons, sank on the withdrawal of those facilities to a nominal figure, reducing the export total by more than 76,000%. A bad tobacco crop accounted for a further ^{Tobacco, &c.} diminution of 84,000%, and yellow silk and hemp were each valued at over 50,000% less than in 1899. For all these decreases the long drought was chiefly responsible.

The extraordinary low Yangtse has facilitated work on the ^{General.} Russian, French, and German bunds, and the filling-in of the ^{Bunding.} ground thus reclaimed, and there is every prospect of Hankow's possessing a bund over 2 miles long in 1902.

The French and German Concessions have been mostly raised above flood level as have the roads on the Russian Concession. On the British Concession extension most of the Chinese land-owners have been bought out by the Municipal Council, the titles of European owners have been investigated, and a beginning made with road construction.

On the Lu-Han Railway the foreign staff had to suspend work ^{Railway.} for over two months, but the Chinese contractors continued to build the embankment which has reached the border of Hunan, while the rails run from some 7 miles to 170 odd kiloms. below Hankow. I believe that the completion of the line in this province will precede farther advance northward.

The Viceroy has announced that he will shortly establish a ^{Proposed} general foreign settlement on the Wuchang side of the Yangtse ^{general} opposite the Concessions, where foreigners have hitherto found ^{foreign} great difficulty in obtaining land. Its success will depend on the ^{settlement.} rules under which it is administered, and it will not relieve the kerosene oil, lumber, and hide trades of their difficulty in finding

locations now that this side of the river is absorbed by a string of concessions. Hide-drying is still allowed on the German Concession and on the British Concession extension, but, as these fill up with residences and offices, the municipalities will probably insist on the nuisance being abated.

The Boxer rising caused a good deal of alarm during the summer, but, in spite of many rumours, the peace was seriously threatened only by a hare-brained "reform" plot against the Chinese authorities which collapsed in August.

I am indebted to Mr. J. H. Hunt for early access to the customs returns and for much other aid and to several British merchants for valuable information.

Annex A.—RETURN of all Shipping at the Port of Hankow during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British .. ..	..	..	510	567,747	510	567,747
Chinese	232	53,468	375	231,419	607	284,887
Japanese .. ..	..	..	142	111,364	142	111,364
German	1	451	107	115,800	108	116,251
Russian .. ..	..	..	8	16,024	8	16,024
Other flags ..	3	746	10	9,497	13	10,243
Total	236	54,660	1,152	1,051,851	1,388	1,106,511
„ 1899 ..	251	62,419	871	896,735	1,122	959,154

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British .. ..	..	..	511	567,740	511	567,740
Chinese	897	110,261	383	231,005	1,280	341,826
Japanese .. ..	..	..	140	108,917	140	108,917
German	1	451	108	115,802	109	116,253
Russian .. ..	..	..	8	16,024	8	16,024
Other flags ..	3	746	12	10,216	15	10,962
Total	901	111,458	1,162	1,049,704	2,063	1,161,522
„ 1899 ..	945	123,201	862	893,676	1,807	1,016,877

Annex B.—RETURN of Principal Articles of Import to Hankow during the Years 1899-1900.

Articles.			1899.		1900.	
			Quantity.	Value.	Quantity.	Value.
				£		£
Cotton goods—						
Shirtings—						
Grey, plain	Pieces	...	958,999	338,017	715,569	289,294
White "	"	...	456,485	195,147	418,075	170,815
T-cloths, 32 inches	"	...	113,270	22,088	100,980	18,763
Drills, American	"	...	128,170	60,662	114,950	52,548
Sheetings—						
English	"	...	90,684	38,087	84,729	35,465
American	"	...	82,400	15,212	38,795	16,452
Chintzes and furnitures	"	...	118,088	35,632	135,990	35,940
Cotton lastings—						
Plain and figured	"	...	80,911	45,093	57,773	30,784
Italians, plain and figured	"	...	96,228	52,820	93,127	46,563
Cotton yarn—						
English	Cwts.	...	13,555	49,528	6,915	24,497
Indian	"	...	58,068	193,208	25,179	83,093
Japanese	"	...	266,898	528,957	237,683	741,572
Sundries, unenumerated ... ..		...	...	72,748	...	56,561
Total, cotton goods ... ..		...	...	1,942,827	...	1,602,331
Woollen goods—						
Camlets, English	Pieces	...	13,940	27,183	12,790	23,936
Lastings, plain	"	...	9,678	13,283	6,042	7,896
Long ells	"	...	21,205	18,448	15,430	14,107
Spanish stripes	"	...	4,349	7,287	3,118	4,944
Cloth—						
Broad, medium	"	...	2,567	11,822	2,284	9,952
Russian	"	...	2,050	7,687	1,421	5,095
Italian, plain and figured	"	...	19,997	21,387	8,742	9,424
Woollen yarn	Cwts.	...	780	9,825	556	7,466
Sundries, unenumerated ... ..		...	...	2,368	...	4,940
Total, woollen goods ... ..		...	...	119,010	...	87,760
Opium	Cwts.	...	492	40,959	389	29,739
Metals—						
Iron—						
Wire	"	...	17,109	12,569	15,283	10,644
Nails	"	...	13,069	6,699	10,714	6,287
Lead, in pigs	"	...	19,256	12,131	21,605	14,301
Copper—						
Ingots	"	...	1,335	4,206	1,698	8,306
Slabs, Japan	"	...	2,683	7,302	3,642	8,719
Sundries, unenumerated ... ..		...	...	36,255	...	55,630
Total, metals ... ..		...	...	79,162	...	103,888
Sundries—						
Dyes, aniline ... ..		...	...	45,261	...	29,112
Ginseng, American, clarified	Cwts.	...	251	25,320	142	13,396
Machinery ... ..		...	...	44,298	...	31,949
Oil, kerosene—						
American	Gallons	...	3,884,070	81,422	2,321,180	55,339
Russian	"	...	7,138,400	139,659	9,804,300	225,396
Needles	Millie	...	662,940	22,056	389,220	13,089
Railway plant and materials ... ..		...	...	52,299	...	50,130
Sandalwood	Cwts.	...	18,267	29,821	15,021	22,546
Seaweed, Japan	"	...	198,810	62,875	150,307	44,374
Sugar—						
Brown	"	...	86,210	39,105	71,227	31,633
Refined	"	...	60,439	60,923	27,451	26,028
Candy	"	...	25,198	27,494	13,879	14,881
Sundries, unenumerated ... ..		...	...	437,433	...	429,939
Total, sundries ... ..		...	...	1,063,066	...	996,761
foreign imports ... ..		...	...	3,250,024	...	2,820,482
native " ... ..		...	...	1,210,776	...	742,900
import trade ... ..		...	...	4,460,800	...	3,563,382

RETURN of Principal Articles of Export from Hankow during the
Years 1899-1900.

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Cotton yarn, Hankow ..	49,002	134,723	80,260	82,793
" Shanghai ..	115,499	331,007	108,700	329,585
Beans, yellow ..	962,050	189,288	1,330,450	239,481
Hemp ..	180,275	164,384	173,213	134,071
Hides, cow and buffalo ..	171,898	385,240	170,379	347,714
Medicines ..	192,193	172,295	174,712	155,360
Musk ..	31	113,664	22	78,362
Nutgalls ..	49,486	111,299	48,354	107,875
Oil, wood ..	420,886	503,800	393,061	365,621
Opium, native Seuchtien ..	12,915	517,461	1,027,044	382,063
" Yunnan ..	3,091	143,218	555,152	243,160
Seed, sesamum ..	419,558	178,153	503,936	183,232
Silk, raw, yellow ..	14,592	399,413	10,389	252,712
Tallow, vegetable ..	158,133	154,496	139,557	119,035
Tea, black ..	621,615	1,901,902	557,308	1,435,669
" brick, black ..	235,901	267,512	193,235	208,701
" " green ..	215,412	217,135	66,451	63,793
Tobacco, prepared ..	94,929	168,342	66,737	120,803
Wax, white ..	19,886	133,802	13,272	98,085
Sundries, unenumerated ..	..	1,764,211	..	1,583,932
Total exports ..	..	7,951,415	..	6,582,047
Foreign goods re-exported ..	..	1,219,640	..	1,067,488
Total export trade ..	..	9,171,055	..	7,649,535

Annex C.—TABLE showing Total Value of all Articles Exported
from and Imported into Hankow to and from Foreign Countries
during the Years 1899-1900.

Country.	Exports.		Imports.	
	1899.	1900.	1899.	1900.
	£	£	£	£
United Kingdom ..	225,056	..	..	..
China ..	8,247,802	5,702,406	7,946,276	6,511,470
Russia ..	678,266	867,934	46	..
Japan ..	12,213	10,923	19,785	28,762
Continent of Europe (Russia excepted) ..	6,704	..	41,529	67,203
Hong-Kong ..	823	765	4,709	14,973
India, Persia, Aden, Egypt, Turkey in Asia, and Algiers ..	191	19	..	..
United States ..	..	..	..	3,652
Total ..	9,171,055	6,582,047	8,012,345	6,666,065

No. 2617 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF SHASHIH.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2430

Presented to both Houses of Parliament by Command of His Majesty,
• *JUNE, 1901.*

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No. 2617.

Annual Series.

Reference to previous Report, Annual Series No. 2430.

Report on the Trade of Shashih for the Year 1900

By MR. CONSUL HOLLAND.

(Received at Foreign Office, May 18, 1901.)

The value of the Haikuan tael for 1900 has been taken at Exchange.
3s. 1½d., the same as for Ichang.

The total trade of Shashih for 1900 amounted to 85,583*l.*, Value of
against 37,599*l.* in 1899, being an increase of 47,984*l.* trade.

This increase was chiefly in imports, which amounted to 60,421*l.*, Imports.
or more than three times their value in 1899.

Cotton piece-goods rose from 1,525*l.* to 6,517*l.*, or an increase Cotton
of nearly 5,000*l.* piece-goods.

The increase in cotton yarn was chiefly in the Japanese Cotton yarn.
article, which rose from 6,009*l.* in 1899 to 27,490*l.* in 1900.

The import of American kerosene rose from 1,180 to 41,560 Kerosene oil.
gallons, and of Russian oil from 2,000 to 18,500 gallons.

The same encouraging result is seen in the exports, which rose Exports.
from 20,395*l.* in 1899 to 25,162*l.* in 1900.

Of these, the only falling-off was in vegetable tallow, due, I Vegetable
am told, to the exceedingly dry season. This fell from 3,098*l.* to tallow.
2,401*l.*

On the other hand, Nankeen cloth rose from the small amount Nankeen
of 199*l.* to 2,157*l.*, and nutgalls nearly doubled, being 2,563*l.*, cloth.
against 1,290*l.* Nutgalls.

Altogether it would appear as if the steady improvement in Prospects of
the trade of Shashih will yet justify its having been opened as a trade.
treaty port.

I am indebted to the courtesy of Mr. Acting-Commissioner
Roberts for access to the customs returns.

Table I.—RETURN of all Shipping at the Port of Shashih during the Year 1900.
ENTERED AND CLEARED.

Nationality.	Steam.	
	Number of Vessels.	Tons.
British	130	99,071
Japanese	58	60,900
German	1	358
Chinese	114	66,580
Total	303	226,909
„ 1899	320	229,260

Table II.—RETURN of Principal Articles of Import to Shashih during the Years 1899–1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
Shirts—			£		£
Grey, plain	Pieces ...	2,712	956	7,280	2,197
White, plain	„ ...	1,330	669	7,478	3,319
Cotton—					
Lastings, plain and figured	„ ...	...	...	1,188	685
Italians ... ..	„ ...	...	...	3,081	1,646
Flannel	„ ...	100	40	1,020	497
Yarn, Japanese	Lbs. ...	211,861	6,080	908,243	27,490
Dyes, aniline ... ..	„ ...	...	69	...	253
Fans, paper	Pieces ...	51,570	280	90,790	523
Oil, kerosene—					
American	Gallons ...	1,180	26	41,560	1,168
Russian	„ ...	2,000	35	18,500	462
Seaweed	Lbs. ...	126,930	372	292,326	844
Sugar—					
White	„ ...	242,127	1,595	398,657	2,393
Refined	„ ...	97,864	1,910	263,993	2,336

Table III.—RETURN of Principal Articles of Export from Shashih during the Years 1899–1900.

Country.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	£	Lbs.	£
Cloth, Nankeens	3,099	200	56,531	2,261
Nutgalls	65,865	1,291	128,663	2,543
Silk, raw, yellow	53,998	11,383	68,664	14,402
Tallow, vegetable	380,123	2,994	318,258	2,401
Walnuts	13,732	93	133,729	934

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DIPLOMATIC AND CONSULAR REPORTS.

CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF ICHANG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2429.

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No. 2619.

Annual Series.

Reference to previous Report, Annual Series No. 2429.

Report on the Trade of Ichang for the Year 1900

By MR. CONSUL HOLLAND.

(Received at Foreign Office, May 13, 1901.)

The average value of the Haikuan tael has been taken at Exchange. 3s. 1½d., that of 1899 being 3s.

In spite of the extraordinary state of things that prevailed at the capital of China during the summer, when the representatives of the European Powers were fighting for their lives, it is a typical instance of the apathetic disregard of one-half of this unwieldy great country for what may be happening in the other half that the trade of this district should be the second largest on record. It is true that for the comparatively peaceful state of things which rendered such a trade possible we have largely to thank the two chief Viceroys in the Yangtze Valley, Liu Kun-yi and Chang Chih-tung, who proved themselves friends in need at a very critical time. Peace in the Yangtze Valley and commercial results.

The total trade of Ichang for 1900 was 3,592,082*l.* against 4,674,949*l.* in 1899. While the latter year stands far and away at the head of all previous records, it is fair to assume that under ordinary circumstances the trade of last year might have equalled if not surpassed it; and, moreover, it has to be remembered that the exceptionally large trade of 1899 was due to a reaction after the Yü Man-tzü rebellion. Never before 1899 has such a total as 3,000,000*l.* been reached, and that the trade should amount to over 3,500,000*l.* during such a disturbed year as 1900 speaks volumes for the possibilities of its development if only given a fair chance. That the theory I have for years maintained regarding the possibilities of trade in Western China is not unreasonably optimistic is shown by the following table, illustrating the advance of the trade during the last 10 years in spite of famines, rebellions, and other drawbacks. I give the figures in Haikuan taels, as there is no annual variation in exchange to mislead calculation, as would be the case if sterling values were given :—

Year.	Value of Trade.	
	Currency.	Sterling.
	Hk. taels.	£
1891.. .. .	6,838,533	1,025,778
1892.. .. .	10,389,433	1,558,413
1893.. .. .	8,299,034	1,244,853
1894.. .. .	10,691,544	1,603,731
1895.. .. .	13,373,812	2,006,070
1896.. .. .	15,089,604	2,263,440
1897.. .. .	13,750,433	2,312,563
1898.. .. .	16,089,058	2,413,356
1899	31,166,326	4,674,943
1900.. .. .	23,143,617	3,741,540

Shipping.

The total tonnage of steamers entering and clearing at Ichang during 1900 was 231,000, against 229,662 in 1899. This increase was due to the Japanese steamer which was added to the line, and to the one German steamer, the ill-fated "Sui Hsiang," destined to develop the steam navigation of the Upper Yangtze, but which was totally wrecked about five hours after leaving Ichang on December 27, by striking on a submerged rock near the Kung Ling rapid, just before the second or Niu Kan Gorge. Thanks to the splendid service rendered by four of the native life-boats (or red-boats as they are usually called from the colour they are painted), which are maintained on the Yangtze for saving life from wrecks, none of the 20 or more foreign passengers were lost, but the captain, a German, was unfortunately drowned, having heroically given up his life-belt to someone else. Several of the Chinese crew were also drowned. This deplorable catastrophe has thrown a damper for the time on enterprises of the kind, but it is at the same time recognised by experts that the "Sui Hsiang" made the attempt at perhaps the worst time of year possible, the water being so low, and she would probably have been successful if she had tried a month or two later. The vexed question of steam navigation on the Upper Yangtze has only been postponed for a time by this regrettable disaster.

Chartered junks.

The chartered junks fell off from 6,273 tons in 1899, to 5,139 in 1900, the larger proportion of this decrease being in junks chartered by the China Merchants' (native) Company, who mistrusted the political situation.

Foreign imports.

Foreign imports fell off by 640,047*l.*, being 1,706,558*l.*, against 2,346,605*l.* in 1899. The decrease was almost entirely in cotton yarn and piece-goods.

Cotton yarns.

It is noteworthy that while English and Indian cotton yarns fell off, the latter from 47,000,000 to 29,500,000 lbs., Japanese yarn increased from 5,000,000 to over 5,500,000 lbs.

Cotton piece-goods.

In cotton piece-goods everything fell off with the exception of dyed and figured shirtings.

Chinese grey shirtings.

The remarkable falling-off of Chinese grey shirtings from 3,660 pieces in 1899, to only 62 pieces in 1900, would seem to show

that the steam mills that turn out this cloth must improve their work considerably before they can hope to compete with the foreign article. I hear that the Chinese-made stuff is not at all approved of on the Chungking market.

Woollens fell from 45,774*l.* to 28,164*l.*, the only article that Woollens. increased being Russian cloth, the import of which improved by 150 pieces.

Aniline dyes fell from 27,062*l.* to 22,908*l.*, but with the Sundries. exception of 1899 the latter import is the largest on record.

The import of American kerosene was more than double that Kerosene oil. of 1899, and far ahead of any previous record. This is no doubt due to the energetic pushing of the Standard Oil Company, a wealthy syndicate which has purchased land and erected a new godown here, and sends its foreign representative away into Western China to push its business. Russian oil is also on the market, but to an insignificant extent as compared with American, though it is slightly cheaper.

While the total exports and re-exports were less than in 1899 Exports and re-exports. by 400,342*l.*, the actual exports of local origin improved by 16,243*l.*

The export of 276,126 lbs. of raw cotton in 1900, against Raw cotton 5,002,274 lbs. in 1899, would seem to show a very large falling-off, but I am told the export was much about the same, but the cotton was taken up last year in likin junks because it was cheaper than passing it through the Foreign Customs, in whose returns it therefore does not appear.

Among the exports, bristles and sheep's wool were prominent, Bristles. the former exceeding 1899 by over 8,000*l.*, and the latter by 11,000*l.*

The demand for sheep's wool is increasing in Shanghai, and Sheep's wool. the market price improving, hence the larger export.

As before stated, the general trade of the year was most Prospects of encouraging, and if the political situation this year will only give trade. commerce a fair chance, there is no reason why 1901 should not prove the highest on record.

German enterprise received a serious check in the loss of the "Sui Hsiang," which cost 40,000*l.*, but she was insured, and it is not probable that such energetic business men as our German rivals have for years past proved themselves to be will be deterred by this first failure from making another attempt. The Japanese will probably follow suit, and it behoves British enterprise to be up and doing if we are not to be left behind.

I am indebted to the courtesy of Mr. Acting-Commissioner Maze for access to the customs returns.

Table I.—RETURN of all Shipping at the Port of Ichang during the Year 1900.

ENTERED.

Flag.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	558	17,605	67	50,170	625	67,775
Japanese .. ..	..	..	30	31,500	30	31,500
German .. ..	..	..	1	358	1	358
Chinese	1,999	63,069	59	33,472	2,058	96,541
Total	2,257*	80,674	157	115,500	2,714	196,174
„ 1899 ..	3,161	113,570	161	114,831	4,322	228,401

CLEARED.

Flag.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1,145	36,649	67	50,170	1,212	86,819
Japanese .. ..	..	..	30	31,500	30	31,500
German .. ..	..	..	1	358	1	358
Chinese	1,437	45,997	59	33,472	1,496	79,469
Total	2,582*	82,646	157	115,500	2,739	198,146
„ 1899 ..	3,112	111,579	161	114,831	3,273	226,410

* Chartered junks.

Table II.—RETURN of Principal Articles of Import to Ichang during the Years 1899-1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton goods—					
Shirts—					
Grey, plain	Pieces ...	649,872	263,198	388,887	162,968
White	" ...	92,520	55,612	49,921	30,992
Dyed and figured	" ...	1,106	543	5,856	3,156
Chinese grey	" ...	3,660	1,647	62	34
T-cloths	" ...	3,690	2,384	2,490	966
Drills—					
English and Bombay	" ...	3,035	1,821	600	373
American	" ...	9,435	5,661	2,955	1,834
Sheetings, English and Bombay	" ...	67,110	30,199	37,990	17,699
Chintzes, furnitures, &c.	" ...	37,315	13,993	17,988	6,990
Turkey-red	" ...	17,579	5,274	16,727	4,881
Cotton lastings	" ...	82,628	56,772	78,038	54,564
Italians	" ...	100,514	82,924	80,863	69,028
Japanese cotton cloth	" ...	998	75	2,614	524
Cotton yarn—					
English	Lbs. ...	78,800	2,659	6,000	269
Indian	" ...	47,076,900	1,429,962	29,513,386	927,619
Japanese	" ...	5,015,067	141,048	5,538,661	161,185
Chinese*	" ...	21,853,333	614,626	17,794,088	617,845
Woolens—					
Camlets, English	Pieces ...	2,747	5,356	2,290	4,600
Lastings	" ...	3,965	8,507	2,499	3,684
Long ells	" ...	9,966	8,425	7,276	6,776
Spanish stripes	" ...	4,115	7,407	1,428	2,660
Cloth—					
Broad, medium, and habit	" ...	843	3,287	697	2,813
Russian	" ...	631	2,271	790	2,965
Italian	" ...	13,419	13,517	4,277	4,726
Sundries—					
Aniline dyes ... ..	" ...	...	27,062	...	22,908
Ginseng, American	Lbs. ...	33,999	22,960	58,798	54,757
Oil—					
Kerosene, American	Gallons ...	182,820	2,741	284,340	6,607
" Russian ... ..	" ...	...	...	9,300	496
Silk and cotton ribbons ... ..	" ...	...	8,063	...	10,146
Lead, Yunnan	Lbs. ...	1,017,600	9,008	663,060	6,170

* Made by Chinese steam cotton mills.

Table III.—RETURN of Principal Articles of Export and Re-Export from Ichang during the Years 1899-1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bristles	Lbs. ...	817,179	17,726	1,356,101	26,874
Cotton, raw	" ...	5,002,274	73,160	276,126	3,867
Hemp	" ...	2,181,200	19,631	314,880	2,931
Hides	" ...	1,443,297	32,475	748,647	21,787
Medicines	Value ...	...	112,756	...	84,489
Musk	Lbs. ...	3,527	99,187	2,665	77,648
Opium, native	" ...	1,972,800	600,886	1,696,824	568,100
Rhubarb	" ...	1,102,400	31,005	1,093,172	27,616
Silk—					
Raw	" ...	868,900	203,503	529,853	131,097
Cocoons, refuse	" ...	922,267	24,527	1,145,838	33,293
Piece-goods and pongees	" ...	50,800	25,425	65,331	36,137
Wax, white	" ...	2,322,667	224,718	1,365,165	88,991
Wool, sheep's	" ...	878,400	9,882	1,781,688	20,740

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DIPLOMATIC AND CONSULAR REPORTS.

CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF SWATOW.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2443.

Presented to both Houses of Parliament by Command of His Majesty,
JUNE, 1901.

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No. 2620.

Annual Series.

Reference to previous Report, Annual Series No. 2443.

Report on the Trade of Swatow for the Year 1900

By MR. CONSUL SCOTT.

(Received at Foreign Office, May 13, 1901.)

In a review of the trade of Swatow it is essential to a true estimate of the progress and development of the port to compare the returns and their values in the local silver currency. All imports and exports, as also all dues and duties, are calculated by the Maritime Customs controlling the treaty ports in Haikwan tael, an artificial and fictitious method of reckoning, and intended solely to enable the Chinese Government to levy the tariff dues in pure silver. This "tael" is not a coin at all, but is merely a quantity of silver unalloyed, weighing $1\frac{1}{2}$ ozs. (avoir.). Its sterling exchange has year by year been fluctuating and falling. In 1890 the "Haikwan tael" stood at 5s., but in 1900 the value of silver had so depreciated that the same "tael" weight would only realise some 3s.

In 1890 the total net trade of Swatow amounted to 24,935,095 Haikwan taels, whereas in 1900 the value of goods passing through the customs reached no less than 44,030,734 Haikwan taels, an increase approximating some 80 per cent. But expressed in sterling the total for 1890 comes to some 6,300,000*l.*, while in 1900 the figures work out to 6,800,000*l.* odd, making the increase appear as only some 8 per cent. instead of 80 per cent.

During the past decade the gross annual trade, including re-exports, shows year by year:—

Year.	Value.		Average Rate of Exchange.
	Currency.	Sterling.	
	Haikwan taels.	£	s. d.
1890	24,935,095	6,363,630	5 1½
1891	26,898,938	6,379,768	4 10
1892	24,305,175	5,291,410	4 4½
1893	24,538,711	4,831,076	3 13½
1894	26,336,741	4,183,655	3 2½
1895	27,231,034	4,453,383	3 3½
1896	27,532,086	4,588,672	3 4
1897	28,832,133	4,324,819	3 0
1898	35,930,384	5,161,995	2 10½
1899	45,696,865	6,854,529	3 0
1900	44,030,734	6,833,996	3 1½

(798)

A 2

From these figures it will be seen that the trade of the port of Swatow in 1900 is the second highest on record, being surpassed only by the trade of the year 1899. This result is eminently satisfactory in view of the adverse circumstances and conditions under which trade generally has been conducted in the East during 1900. Grave political troubles in China, banks curtailing facilities and calling in their advances, the abnormal high price of cotton, and the renewed vagaries of sterling exchange have all combined to hamper and disorganise legitimate business. Yet, in spite of these various drawbacks, one of which alone is more than sufficient to upset all calculations and plans, merchants in Swatow, both native and foreign, unite in acknowledging that their operations in 1900 have proved fairly remunerative, and that the year closed with a ready settlement of accounts by Chinese dealers and shippers.

Imports,
exports,
re-exports.

The total trade of Swatow during the past three years, divided into imports, exports and re-exports, shows :—

				Value.		
				1898.	1899.	1900.
				£	£	£
Imports..	..	..	..	3,366,475	4,648,671	4,793,842
Exports..	..	..	..	1,719,963	2,124,111	1,918,040
Re-exports	..	..	..	78,557	81,747	122,114
Total	..	..	..	5,164,995	6,854,529	6,833,996

Imports.
Foreign and
native
imports.

According to the customs returns, the imports during 1900 cover 1,973,383*l.* worth of foreign goods and 2,820,459*l.* worth of Chinese native produce. These latter are drawn chiefly from the Yangtze Valley and the Northern Provinces. Of the foreign imports only a small fraction, estimated at upwards of 100,000*l.*, reaches Swatow direct under through bills of lading, and comes principally from the Straits, Odessa, Japan, Formosa, Cochin-China, Siam and Java. Apart from this small fraction, nearly all goods of foreign manufacture reach Swatow after transshipment at Hong-Kong, the great distributing centre for the South of China.

Chief foreign
imports.

The principal articles of foreign origin imported during the past two years are :—

Articles.	Value.	
	1899.	1900.
	£	£
Cotton goods	780,552	631,648
Opium	497,207	565,566
Tin in slabs	49,392	89,630
Kerosene oil	100,835	108,993
Rice	98,378	28,384
Flour	51,581	60,754
Fish	42,393	49,000

Under cotton goods shirtings show a considerable decrease, but ^{Shirtings.} in the circumstances this was not unexpected. In 1898 and 1899 the import of piece-goods had been abnormally large, and at the close of 1899 dealers found themselves with heavy stocks on their hands unsold. Further, the phenomenal rise in the price of cotton in 1900 enhanced values and operated against cheap purchases and increased import. But while operating as a drawback on the one hand, this increased value helped merchants to realise handsomely on their old and surplus stocks lying in their godowns at the beginning of 1900.

Concurrently with the enhanced value in the cost price of raw ^{Yarn.} cotton, yarn has fallen considerably in the quantity imported. The Indian product continues to monopolise the market. The import of yarn for the past three years is:—

	Quantity.		
	1898.	1899.	1900.
	Cwts.	Cwts.	Cwts.
British	38,678	36,625	25,536
Indian	183,833	167,850	131,895
Japanese	6,835	4,314	1,458
Total	229,346	208,789	158,884

Under metals the import consists chiefly of old iron, tin slabs ^{Metals.} and lead, divided as follows:—

	Quantity.	
	1899.	1900.
	Cwts.	Cwts.
Old iron	47,790	40,844
Tin in slabs	9,840	14,248
Lead	2,783	3,534

Swatow
pewter
articles.

The large import of lead is interesting in connection with the manufacture of all kinds of pewter articles so much affected by Chinese in their religious requirements. Swatow is famous in this respect, and the native artificers have attained a degree of proficiency unsurpassed by the skilled mechanic of Canton. Sacrificial and domestic utensils are turned out in large quantities and exported from Swatow all over China and abroad, wherever Chinese congregate and trade.

Kerosene.

The total import of kerosene oil in 1900 is somewhat less than in 1899. But the one striking feature in the returns is the continued development in the import of the Sumatra product—to the gradual exclusion of both American and Russian oil—the increase showing some 50 per cent.

American,
Russian,
Sumatra.

The Chinese have taken to the Sumatra oil solely on grounds of economy in cost price. As an illuminant, this oil does not compare with either the American or Russian product. Apart from other considerations, the important question of freight is in favour of the Dutch article; Sumatra is only seven days from Swatow for any ordinary steamer.

The following table shows the import for the past three years :—

				Quantity.		
				1898.	1899.	1900.
				Cwts.	Cwts.	Cwts.
American	..	..	..	286,090	735,970	380,000
Russian ..	..	..	..	1,320,000	2,843,565	1,537,504
Sumatra..	..	..	..	1,897,465	1,465,610	2,883,764
Total	..	..	..	3,503,555	5,045,145	4,801,268

Oil tanks.

All American oil arrives already packed in tins, but for Russian and Sumatra oil large tanks and tinning works have been erected in Swatow, and are now in full and successful operation. The machinery is of the simplest construction, worked by hand and automatically; it has been especially adapted for Chinese coolie labour, where all that is required is to jump on a lever or turn a screw. The day's work proceeds quietly and smoothly with a clock-like precision; can after can is turned out and filled with oil, always finding an open market and ready sale.

As might be expected in connection with this oil-tank installation, the import of tin-plates has largely increased and has risen from 92 cwts., valued at 44*l.*, in 1894 to 13,760 cwts., valued at 8,288*l.*, in 1900.

Matches, all
Japanese.

No less than 739,100 gross of matches were imported during 1900, and all from Japan. The continued development of this trade calls for special comment. The quantity of matches imported has more than doubled since 1891, when only some 360,000 gross were passed through the customs.

In former years British-made matches were found everywhere along the coast. Then came the Swedish match to command the market, but in its turn it is now supplanted entirely by the Japanese-made product. What the Chinese insist on having is a cheap article, a box containing countless matches, the wood of each somewhat thinner than an average toothpick. A native coolie, earning a wage of some 6*d.* per day, cannot rise to a log of wood (comparatively speaking) like Bryant and May's manufacture, which, in Japanese hands and manipulation, would be cut up into at least four good serviceable matches. At the same time the item of freight operates against the European-made article. The Japanese Government grants heavy subsidies to its mercantile marine, and goods from Japan can be laid down in China at a mere fraction of the rates payable from Europe or America. None English.

To meet the deficiencies in their local crops, the Chinese import a large quantity of foodstuffs, rice from Bangkok and Saigon, flour from America, and fish from the Straits Settlements and Hong-Kong. The total value under this head amounted in 1900 to no less than 138,138*l.*, and to 190,292*l.* in 1899. The fact is the Chinese farmer devotes the most of his land and his energies to raising sugar-cane, a crop which commands an immediate market and satisfactory returns. Apart from the supplies of foreign grain and rice, there is a large import every year into Swatow of Chinese rice and wheat from Wuhu and Chinkiang; the value in 1899 amounted to 932,232*l.*, and to 931,000*l.* in 1900. Foodstuffs imported.

Among imports beans and beancake are essential to the trade of Swatow, both for farmer, merchant, and shipowner. Every spring a fleet of steamers makes its way to Newchwang and Chefoo, and engages in the carrying trade. During the season upwards of 1,000,000 bags of beans and nearly 3,000,000 piculs of beancake are brought down for Swatow. British vessels are in possession of this coast trade and command remunerative returns. In the past two years freights have ruled high, and the steamship companies interested in the business have every reason to be satisfied with the result of their operations; good dividends were earned and declared. Beans and beancake. Ships earn good freight.

To the Swatow farmer the supply of cheap beancake is of the first importance. With no system of rotation in the cultivation of his land, and raising crop after crop of sugar-cane on the same fields, the soil soon becomes exhausted and artificial manures necessary. In this connection beancake has been found to meet the farmer's requirements and the nature of the soil; it is an excellent fertiliser, besides being both cheap and plentiful. Farmers obtain cheap fertilisers.

To the merchant the bean and beancake trade plays a useful part in assisting him to finance through Shanghai his various transactions with Newchwang, Tientsin, and Chefoo, just as sugar covers his dealings in rice and grain from the Yangtze Valley. Between imports and exports the balance of the coast trade is Merchants finance their remittances.

against Swatow, generally to the extent of 500,000*l.*, but last year the excess of imports over exports rose to fully 1,500,000*l.*

Extracting
bean oil.

Locally, the import of beans furnishes a new industry to Swatow in extracting and manufacturing bean oil. In addition to ordinary hand-presses there are now steam mills in full operation, with the result that, after satisfying the heavy local demands, 43,250 cwts. were shipped to Hong-Kong, valued at 48,276*l.*, which in 1900 reached 59,868 cwts. valued at 73,569*l.*

Opium.
Decrease.

The opium returns during the past 10 years are interesting, and year by year until recently the amount imported would appear to be decreasing. Not that the Chinese have ceased using the drug, opium-smoking is just as common as ever among all classes of the people, but the high price of the pure Indian manufacture compels the native to resort to the cheaper products of local growth. Under present conditions the trade is only being displaced, and whatever it lost to the Indian ryot is gained by his Chinese competitor. At the same time there is no doubt that the Chinese in Yunnan and Szechuan have succeeded in placing on the market opium of a quality which bids fair in time to oust the foreign import from the China market.

The total amount of opium in 1900 falls below the import of 1899 by some 350 chests, but it compares favourably with the returns during the preceding years, though largely under that of 1891—a record year, however, in the history of the trade of the port.

Total imports
of opium.

According to the customs returns the total import of opium for the past 10 years is:—

Year.						Quantity.
						Cwts.
1891	..	..	..	..	..	9,412
1892	..	..	..	..	..	8,507
1893	..	..	..	..	..	7,589
1894	..	..	..	..	..	6,177
1895	..	..	..	..	..	4,905
1896	..	..	..	..	..	4,456
1897	..	..	..	..	..	5,038
1898	..	..	..	..	..	6,013
1899	..	..	..	..	..	6,667
1900	..	..	..	..	..	6,249

Malwa and Patna opium are most affected by smokers, Malwa generally in preference; but in several years when this drug commanded a higher price than ordinary, smokers took to Patna. Of Benares' manufacture the annual import ranges from 400 to 500 chests. The only other foreign opium passing through the customs is Persian, but the amount from year to year is subject to extreme fluctuations; in 1892 as many as 273 chests were imported, in 1900 only 11 chests entered Swatow.

Local native
opium.

As regards the production of native opium, beyond occasional fields, no systematic cultivation of the poppy plant is carried on in Swatow and surrounding districts. But towards the north in

the hilly country adjoining the Fokien province, Chinese farmers find such a crop profitable, year by year shifting their fields so as to avoid notice and attention from their officials. At most local production does not exceed a few hundred chests annually. But all this local production goes to adulterate the Indian drug, after the latter has passed up country into the hands of the native dealers none is exported.

The native opium which commands the market all over the South of China is grown in Szechuan. After manufacture it is brought down in junks to Hankow, and from that centre percolates down the Yangtze Valley and all through the inland provinces. The amount reaching Swatow has been estimated at some 2,000 chests, and formerly arrived through the interior by long stages over land and water. Recently, however, the native dealers find the facilities and security afforded by steam navigation from Hankow and Shanghai to their advantage, and last year no less than 1,129 chests of native opium, Szechuan and Yunnan, were passed through the customs against some 624 in 1899 and 488 in 1898. The retail price of prepared opium in the public smoking divans averages 1 oz. of native opium equal 1s., and 1 oz. of Indian opium equal 2s.

In 1900 the exports from Swatow amounted in value to 1,918,040*l.*, against 2,124,111*l.* in 1899. Divided between foreign and Chinese ports the returns show:—

					Value.
					£
To foreign countries—					
Straits Settlements..	..	..	..	..	198,888
Siam..	..	..	..	..	99,607
Cochin-China	..	..	..	..	93,684
Formosa	..	..	..	..	32,184
Java..	..	..	..	..	5,126
Hong-Kong (for Europe, India, and United States, &c.)	..	..	..	..	339,076
Total..	..	..	..	..	768,654
„ 1899	..	..	..	..	638,279
To Chinese ports—					
North China	..	..	..	..	164,310
Yangtze ports	..	..	..	..	390,976
Shanghai	..	..	..	..	569,366
South China	..	..	..	..	24,734
Tota	..	..	..	..	1,149,386
„ 1899	..	..	..	..	1,485,882

Among the articles proceeding to foreign countries the great bulk is shipped to meet the requirements of Chinese emigrants who have settled in the Straits, in America, and in Hong-Kong. These articles are:—

Articles.	Value.	
	1899.	1900.
	£	£
Bean oil	48,276	73,569
Paper	126,375	171,871
Fruit	48,045	51,770
Fire-crackers	7,083	7,984
Chinese clothing	20,875	20,934
Chinaware	15,928	18,840
Nankeens	18,616	21,270
Grass cloth	15,303	14,529

Chief foreign exports.

As regards foreign exports proper, it has been estimated that only some half-dozen articles can legitimately be claimed as destined for foreign use by Europeans. They are feathers, hair, hemp, sugar, tea, tobacco, with a few sundries, amounting in all to some 300,000*l*. At the same time it has to be borne in mind that many articles are shipped to Hong-Kong for the sake of the ready market there offered for goods eventually destined for foreign use and manufacture.

Chief native exports.

Regarding the trade with other Chinese ports the principal products are :—

Articles.	Value.	
	1899.	1900.
	£	£
Native cloth	110,421	79,156
Grass cloth	48,834	41,806
Oranges	14,604	16,901
Joss-paper, &c.	26,286	31,681
Sugar	1,125,971	843,755
Tobacco	105,788	74,258
Indigo	18,930	14,006

These articles fairly represent the trade products of Swatow and surrounding districts.

Sugar chief export.

Sugar is the chief staple, and, including the quantity sent abroad, figures for no less than 1,125,971*l*. in 1899. In 1900 the amount exported shows a large decrease and only reaches a total of 843,755*l*. This decrease is entirely due to the sudden closing of the markets in the North of China, consequent on the political disturbances. Tientsin, Chefoo, and Newchwang are three important centres, drawing their supplies from Swatow, via Shanghai.

Decrease.**Native cloth.**

Native cloth made from Bombay and other yarns imported, commands a ready sale among Chinese. It is strong and tough; and it is specially suited for rough wear and usage by native labourers—hence the demand. In the year under review, the

enhanced price of cotton and yarn curtailed the output of the various native hand-loom, with a consequent decrease in the export. Nearly every article of trade with the various ports of China shows a decrease. This is not surprising under the circumstances; the loss amounts to some 330,100*l.* in value, but is compensated for by a gain of over 130,000*l.* in increased exports to foreign countries.

The feature of the year under review is the decrease in tonnage and numbers of vessels of all nationalities visiting this port, except Japanese. There has been a large increase in the number of vessels under the Japanese flag; and this result is due to the policy of the Japanese in developing their new colony of Formosa, so as to throw the entire carrying trade into Japanese bottoms. For this purpose the Osaka Steamship Company receives an annual subsidy of 23,000*l.* to run a regular mail line from Formosa to Hong-Kong, calling at the coast ports of Foochow, Amoy, and Swatow en route. The gain in Japanese shipping has been at the expense of British vessels and amounts to some 132 steamers entered and cleared. German, as also Swedish, shipping shows a small decrease, but this is due to the practical stoppage of coolie emigration to Bangkok during the prevalence of bubonic plague in Swatow. Shipping,
British
decrease.

German
decrease.

The carrying trade of the port may be roughly divided as follows:—Local coast trade to and from Shanghai and Hankow, British, German, and Chinese. Beans and beancake from the North of China, British. Rice and grain from Yangtze ports, British. Coolie emigration to the Straits Settlements, British. Coast trade to Foochow, Formosa, and Hong-Kong, British and Japanese. Bangkok, German. Deli, &c., German. Division of
carrying
trade.

No sailing vessels now appear in the customs returns for Swatow. Some years ago the beancake and bean carrying trade from Chefoo and Newchwang was entirely monopolised by German and Norwegian sailing ships. But their place has been taken by British steamers, which with their large carrying capacity and low coal consumption can be worked very economically. No sailing
ships.

Notwithstanding the outbreak of bubonic plague near Swatow, which led to quarantine restrictions on vessels arriving at Singapore, Bangkok, &c., the total number of passengers to and from Swatow remains at much about the average of past years. Under the circumstances this result may be considered highly satisfactory. To the steamers engaged in this carrying business, the returns have proved profitable, and larger and faster vessels are being put on the line to the Straits Settlements. Emigration.
Increase.

With Bangkok, in Siam, the coolie carrying trade is entirely in German hands; the vessels of the well-known Scottish Oriental Company were last year sold and transferred to the Nord Deutscher Lloyd. To Bangkok.

With Deli, in Sumatra, emigration continues under the German flag, and is conducted by the Deli Planters' Association under inspection of the Netherlands Government. To Deli.

Of returning emigrants, the bulk find their way back from

Singapore in the large mail steamers and other vessels proceeding to Hong-Kong, and from there they find their own way to their native homes in Swatow in the local coasting vessels. These men are, in this instance, free passengers—not emigrant coolies under contract, as when first leaving Swatow.

No
irregularities
in the trade.

So far, no complaints have been made of any irregularities in connection with the engaging and carrying of emigrant coolies. And this satisfactory result is due to the care and protection of the Singapore Government in the Straits; and of the Dutch authorities in Sumatra, where all coolies under labour contracts are carefully recorded and their welfare medically supervised.

Inland steam
navigation.
Steam-launch
trade.

The inland steam navigation in the foreign trade of China continues to develop. During the year six steam launches under the Chinese flag, and six launches under the British flag, have been running successfully between Swatow and various surrounding centres of trade and population. The returns for the three years since the opening of the inland navigation are:—

Year.					Number of Trips.	Quantity Cleared.
1898	..	..	..	..	1,840	Tons. 32,705
1899	..	..	..	..	5,714	138,902
1900	..	..	..	..	4,675	138,082

Works
smoothly.

A larger and better class of launches is now employed, and though fewer trips have been made, the increase in tonnage makes due compensation. Passengers are principally carried, but small quantities of goods are also taken, and the daily service to and from the interior and coast works quietly and smoothly, free from any interference or obstruction at the hands of likin and other native officials.

Drawback,
low water in
creeks.

The one drawback to any further expansion in this new trade is the lowness of water in the creeks leading to Chao-chow-fu, which is the great centre of distribution for goods going inland, some 30 miles up from Swatow. An attempt has been made to employ a shallow draught stern-wheeler, but so far expectations have not been realised, especially during the winter months, when the connecting creeks are at their lowest—seldom over 6 inches in some parts. It was too much to hope for any action by the Chinese authorities in trying to facilitate navigation by the expenditure of a few thousand pounds in dredging and opening up their waterways. An official cannot look forward to more than a three years' tenure of his post, and during that time his one consideration and object is, not to improve trade and traffic or advance agriculture, but to collect and extract every cash he can from people and merchants in order to recoup his outlay in purchasing his appointment, and help him to oil the wheels of further promotion, dependent on the good grace and favour of his provincial superiors.

RETURN of Principal Articles of Import into Swatow during the
Years 1899-1900.

Articles.			1899.		1900.	
			Quantity.	Value.	Quantity.	Value.
				£		£
Foreign goods—						
Opium—						
Malwa	Lbs.	...	318,500	230,144	327,330	273,833
Patna	"	...	297,320	186,251	363,600	196,623
Benares	"	...	126,360	78,072	117,490	86,998
Persian	"	...	4,310	2,740	1,460	1,192
			746,490	497,207	699,890	565,506
Cotton goods—						
Shirtings, grey ...	Pieces	...	117,794	46,644	91,989	39,000
" white	"	...	311,811	144,960	217,066	116,698
" dyed, &c. ...	"	...	13,396	7,053	13,157	7,470
T-cloths	"	...	44,685	12,756	28,665	8,554
Yarn—						
English	Cwts.	...	36,625	94,683	25,536	74,250
Indian	"	...	167,860	429,252	131,895	349,568
Japanese	"	...	4,314	11,661	1,458	4,172
Miscellaneous ... ..	"	...	...	32,443	...	32,536
			...	780,552	...	631,648
Woollen goods						
			...	26,309	...	20,227
Metals						
			...	78,159	...	122,591
Oil, kerosene—						
American	Gallons	...	735,970	16,605	390,000	9,685
Russian	"	...	2,843,565	56,137	1,537,500	37,250
Sumatra	"	...	1,465,610	28,143	2,888,764	63,068
			...	100,885	...	109,998
Sundries—						
Bicho de mar	Cwts.	...	3,647	7,497	2,994	7,264
Coal	Tons	...	67,163	53,427	56,697	47,639
Cotton, raw	Cwts.	...	18,046	33,258	4,903	9,308
Fish	"	...	36,420	42,393	57,700	49,690
Flour ... ..	"	...	...	51,531	...	60,754
Ginseng	Lbs.	...	45,133	17,807	50,533	21,307
Leather ... ..	"	...	...	7,065	...	7,561
Matches	Gross	...	762,483	30,570	743,300	31,429
Medicines ... ..	"	...	...	10,287	...	15,570
Rice	Tons	...	14,989	96,318	4,444	23,384
Miscellaneous ... ..	"	...	...	164,917	...	216,474
			...	514,630	...	496,341
Grand total						
			...	1,997,242	...	1,941,066
Native goods—						
Beancake	Cwts.	...	30,934	685,866	33,217	845,000
Beans	"	...	12,455,640	390,913	1,152,852	389,629
Cloth, native, &c. ...	"	...	8,221	18,414	5,346	37,131
Cotton, raw	"	...	6,031	11,066	12,194	23,740
Fish, salted	"	...	22,957	12,823	16,400	10,616
Fungus	"	...	4,277	16,558	5,411	20,301
Groundnuts, &c. ...	"	...	49,050	15,560	63,414	26,873
Hemp	"	...	86,914	118,548	68,914	97,781
Medicines ... ..	"	...	...	20,305	...	24,210
Oil, bean, &c.	Cwts.	...	8,508	7,515	12,000	16,198
Opium, Kiangsu	Lbs.	...	779	3,638	...	...
" Szechuan	"	...	75,349	34,557	145,333	72,451
" Yunnan	"	...	7,616	3,568	17,066	8,239
Rice	Tons	...	147,515	982,232	139,880	931,000
Samabu	Cwts.	...	44,410	38,904	27,430	26,698
Seed, sesamum, &c. ...	"	...	34,463	19,530	44,734	25,651
Silk piece-goods ... ..	"	...	...	75,783	...	73,754
Tea, black	Lbs.	...	6,624	19,557	7,856	25,862
Vermicelli	Cwts.	...	23,323	25,836	24,677	21,679
Wax, white	"	...	1,115	11,007	390	3,501
Wheat	"	...	197,242	69,406	281,091	81,465
Miscellaneous ... ..	"	...	...	110,315	...	86,298
Total						
			...	2,651,429	...	2,649,776

RETURN of Principal Articles of Export from Swatow during
the Years 1899-1900.

Articles.			1899.		1900.		
			Quantity.	Value.	Quantity.	Value.	
				£		£	
To foreign countries—							
Beans	Cwts.	..	41,755	11,295	76,696	24,860	
China ware	"	..	121,042	15,928	126,776	18,840	
Clothing .. ..	"	..	..	20,875	..	20,934
Feathers .. ..	"	..	..	4,885	..	5,590
Fire-crackers .. ..	"	..	..	7,033	..	7,984
Fish .. ..	"	..	..	10,273	..	12,255
Fruit .. ..	"	..	..	48,045	..	51,770
Grass cloth	Cwts.	..	2,250	15,803	2,306	14,529	
Hair .. ..	"	..	..	4,965	..	6,221
Hemp	Cwts.	..	43,264	32,970	25,656	13,088	
Medicines .. ..	"	..	..	20,658	..	18,108
Nankeens	Cwts.	..	3,980	18,616	4,572	21,270	
Oil, bean, &c.	"	..	43,250	48,276	59,868	73,569	
Paper	"	..	116,009	126,375	144,671	171,871	
Provisions, &c. .. ..	"	..	..	38,127	..	45,070
Samshu	Cwts.	..	11,503	7,648	12,668	7,487	
Sugar	"	..	61,150	27,102	88,792	39,490	
Tea, black	"	..	10,580	29,460	11,146	32,557	
Tobacco	"	..	8,298	31,782	8,000	31,811	
Vermicelli	"	..	19,489	7,743	19,582	8,063	
Miscellaneous un- enumerated .. ..	"	..	..	110,920	..	143,382
Total .. ..	"	..	..	638,279	..	768,654
To Chinese ports—							
Bags, gunny	Pieces	..	1,785,937	9,177	1,997,999	12,367	
Cloth, nankeens	Cwts.	..	16,610	110,421	12,367	79,156	
Flour, potato	"	..	1,700	6,885	22,850	6,891	
Grass cloth	"	..	4,462	48,834	3,600	41,806	
Indigo, liquid	"	..	58,214	18,960	40,080	14,006	
Oranges	"	..	72,240	14,604	82,571	16,901	
Paper	"	..	12,688	26,286	15,814	31,631	
Sugar, brown	"	..	1,163,346	500,169	918,661	412,655	
" white	"	..	920,000	625,802	619,889	431,100	
Tobacco	"	..	28,428	105,733	20,200	74,258	
Miscellaneous .. ..	"	..	..	18,961	..	23,615
Total .. ..	"	..	..	1,485,832	..	1,149,386

RETURN of all Shipping at the Port of Swatow during the
Years 1899-1900.

Nationality.	1899.		1900.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1,745	1,820,201	1,601	1,688,018
American	4	3,548	6	5,628
German	170	150,582	144	141,146
Swedish and Norwegian	50	40,268	30	25,364
Belgian	4	4,348	..	..
Japanese	198	172,512	310	288,724
Chinese	72	64,762	28	26,156
Dutch .. ..	..	..	6	8,510
Austro-Hungarian ..	..	..	2	2,008
Total	2,243	2,256,228	2,127	2,185,554

EMIGRATION Return.

	Arrivals.		Departures.	
	1900.	1899.	1900.	1899.
Coast ports	8,431	4,850	4,822	3,931
Hong-Kong	61,971	54,440	21,719	16,629
Bangkok	8,848	10,062	16,678	20,581
Saigon .. ..	..	..	5,863	4,962
Straits	225	..	40,420	34,775
Sumatra	687	669	8,699	8,916
Total	80,107	70,011	98,301	89,794

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF NINGPO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2421.

*Presented to both Houses of Parliament by Command of His Majesty,
JUNE, 1901.*

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Report on the Trade of Ningpo for the Year 1900

By MR. CONSUL WILKINSON.

(Received at Foreign Office, May 16, 1901.)

The gross value of the trade of Ningpo for 1900 was 15,414,191 **Total trade.** Haikwan taels (2,312,128*l.* 13*s.*); the net value, 15,227,380 Haikwan taels (2,284,107*l.*). This latter sum is, curiously enough, almost identical with the average net value for the past 10 years (1891-1900), 15,236,652 Haikwan taels (2,285,497*l.* 16*s.*), but with the exceptions of 1898 and 1894, when the corresponding figures were 14,418,534 Haikwan taels (2,162,780*l.* 1*s.*) and 14,599,757 Haikwan taels (2,189,963*l.* 11*s.*) respectively, it is the lowest recorded since 1892.

The reason, it is hardly necessary to say, is to be found in the general dislocation of trade brought about by the "Boxer" disturbances in North China. Thanks to the enlightenment of the local authorities and their energy in suppressing the beginnings of disorder no anti-foreign outbreak occurred in Ningpo Prefecture. On the other hand, in the western portions of the province, most of which still draw supplies from this port, serious riots took place, more particularly in the Shaohsing and Ch'ü-chou Prefectures. The uneasiness felt by the foreigners at Shanghai previous to the landing of the British troops communicated itself to their Chinese fellow residents, many of whom are natives of Ningpo. These last flocked back to their homes in such numbers that the daily steamers from Shanghai arrived at that time—the latter end of June and the first half of July—crowded to the danger point, and extra boats had to be put temporarily on the line. During this three weeks' scare close on 30,000 passengers were thus conveyed, the normal traffic being some 7,000. These people passed for the most part into the interior, spreading exaggerated reports of events in the north of China and increasing everywhere the cost of food and conveyance.

A somewhat similar commotion was created in August by news of the relief expedition to Peking, but the consequences to trade were not so grave. Later on confidence was gradually restored, and a great number of the Ningpo men returned to Shanghai, but mischief had meanwhile been done, and the effect of the excellent harvests of the year was largely counteracted.

An effect, and a not inconsiderable one, was produced by those harvests on the trade; exports of local origin advanced by 631,645 Haikwan taels (97,379*l.*), owing to the abundant supply of raw cotton, while the import of rice in 1899, 50,260 taels (7,748*l.*), and in 1898, 139,994 taels (21,582*l.*), fell to 3,537 taels (545*l.*). The very heavy decrease of 1,606,666 taels (247,694*l.*) in foreign imports would not, however, have taken place, there would on the contrary have been a marked increase, had the political outlook been less unsettled.

Imports.

The total net value of imports, foreign and native, for 1900 was 10,281,384 taels (1,585,130*l.*). The average for the four preceding years, that is since the opening of Hangchow, was 11,109,581 taels (1,712,727*l.*), the figure for last year—11,948,911 taels (1,792,336*l.* 13*s.*)—being the highest on record. It is remarkable, indeed, that while the opening of Hangchow brought down the export total in three years from 64 to 40 lakhs, its effect on the import trade was not perceptible. In the year under review, however, it is native rather than foreign imports which have saved the situation. These native imports, which come chiefly from Shanghai, Hankow, and Canton, were valued for 1900 at 2,679,606 taels (413,106*l.*), the figure for 1899 being 2,740,467 taels (411,070*l.* 1*s.*), and the average for the four years 1896–99, 2,251,518 taels (337,737*l.* 7*s.*). On the other hand, foreign goods amounted only to 7,601,778 taels (1,171,941*l.*), against 9,208,444 taels (1,381,266*l.* 12*s.*) in 1899, and an average for the same four years of 8,858,063 taels (1,328,709*l.* 9*s.*). In other words, the maleficent influences of 1900 affected at Ningpo practically only the import of foreign goods. Table II shows that with the exception of Japanese cotton yarn every one of the principal foreign imports decreased.

Opium.

The decline in foreign opium has proceeded steadily since 1892, each year's import being less than its predecessor, so that the amount which stood at 7,412 cwts. in 1892 was only 3,046 cwts. in 1900. The record year is 1876, when the quantity given in the customs returns is 11,307 cwts.

Cotton goods.

The total number of pieces imported in 1900 was (excluding handkerchiefs, towels, and blankets) 768,052 pieces, as against 918,063 pieces in 1899, and an average of 806,473 pieces for the years 1892–99.

The only cotton goods of importance in which there has been an advance are white shirtings, mainly British (72,020 pieces against 69,169 pieces in 1899), lastings, one-half of them British (17,425 pieces against 15,568 pieces), and Italians, two-thirds from the United Kingdom (23,377 pieces against 18,502 pieces). Of the minor imports, plain dyed shirtings (2,082 pieces against 859 pieces) and Turkey red shirtings (5,275 pieces against 4,809 pieces) have also increased; otherwise the tale is consistently against 1900.

The staple article under this heading of cotton goods is plain grey shirtings. Of these (one-half from the British dominions) 399,965 pieces were imported in 1900, against 478,415 pieces in

1899, and 510,325 pieces in 1897, the record year. T-cloths, an article three-fourths of which comes from British looms, show a serious fall from 178,516 pieces in 1879 to 108,851 pieces in 1897, 82,350 pieces in 1899, and 62,668 pieces in 1900. Drills are chiefly of American manufacture, and in this class are practically stationary (23,632 pieces in 1900, against 24,300 pieces in 1899). Their British rivals, however, have fallen in the same year from 5,025 to 2,380 pieces. Jeans, as a whole, remain the same, but here, too, the American article is gaining on the British. The change, indeed, since 1897 is most striking, though it should be borne in mind that the article is of comparatively small importance in the Ningpo trade. Nevertheless, here are the figures :—

					Quantity.	
					British.	American.
					Pieces.	Pieces.
1897	..	..	..	..	9,780	1,840
1900	..	..	..	..	4,080	3,515

In 1897 the United Kingdom had 84 per cent. of the import of jeans; in 1900 she had but 43 per cent. If we go further back in the history of the port the change is still more remarkable. The figures for 1879, for example, are: British, 29,130 pieces; American, 1,640 pieces; and the respective percentages (Holland supplied 4,320 pieces in that year, as against 560 pieces in 1900), British, 83 per cent., and American, 5 per cent.

Sheetings are a more distinctly American article, the United States having all along supplied Ningpo with about five times the quantity sent out from the United Kingdom. The apparent growth in favour of this article, irrespective of origin, is very marked in the returns. Thus in 1900 52,158 pieces were imported, as against only 4,501 pieces in 1879. The respective shares of the trade were, in 1900, British, 7,008 pieces; American, 45,070 pieces; in 1879, British, 796 pieces; American, 3,705 pieces.

Handkerchiefs show a very considerable decline, as compared with last year; a still greater when compared with 1897 (6,487 dozen, against 18,194 dozen).

The gross import of towels was above that of 1899 and 1898, but below that of 1897.

Japanese cotton cloth, the demand for which was insignificant up to 1897, is now increasing in favour, the import having sprung from 76 pieces in 1895 to 8,108 pieces in 1899 and 9,309 pieces in 1900. No Japanese firm has as yet established itself at Ningpo, though it is believed that one will be opened in the near future. When that is done the products of the Japanese factories, cotton cloth, crêpe, yarn, matches, and the rest will be vigorously pushed, and in the absence of any corresponding British firm will gain ground at the expense of their rivals.

Cotton yarn. Even now this is the case, as the imports of cotton yarn show. Japanese yarn appears in the returns for the first time in 1893, when the figures were:—

						Quantity.
						Cwts.
English	..	..	..	..	..	114
Indian	..	..	..	..	..	9,100
Japanese	..	..	..	..	..	25

The figures for 1900 are :

						Quantity.
						Cwts.
English	..	..	..	..	..	232
Indian	..	..	..	..	..	2,261
Japanese	..	..	..	..	..	3,901

Meanwhile, however, a new rival is rapidly advancing, the output of the Chinese steam mills. Ningpo at first imported this article from Shanghai, commencing in 1894 with 785 cwts., in 1898 with 5,912 cwts. The local mill then made its influence felt, till the import dropped to 18 cwts. last year, while the export rose from 513 cwt. in 1896 (the first year) to 3,820 cwts. in 1899. In 1900 there has been a falling-off in the export, the amount recorded being only 2,739 cwts. and a revival of the import (2,504 cwts.), but for this, as will be explained later, the greatly enhanced export of raw cotton amply accounts.

It would not be right to dismiss the subject of foreign cotton imports without some mention of their rivals, the other products of the Chinese cotton mills, Shanghai drills and sheetings. These first appeared in 1891 with 640 pieces. They rose, with considerable fluctuations, to 11,890 pieces in 1897, then fell suddenly until in 1900 only 773 pieces were brought in. The greater steadiness of sterling exchange during the past three years may be one explanation of this curious phenomenon, enabling as it has done home manufacturers to adjust their prices to a fallen dollar.

Woollens.

The import of woollens has been very steady for many years past. Since 1883 it has never touched 14,000 pieces, nor fallen below 10,000 pieces; the average for the 16 years, 1883-1899, being in fact exactly 12,000 pieces. Before 1883 the trade was much more flourishing; in 1876, for example, 27,154 pieces were imported. The opening of Wenchow in 1877 would partly account for the difference, but only to the extent of from 5,000 to 6,000 pieces a year. It cannot be set down to the vagaries of fashion, for fashion changes slowly in China, or to the fall in exchange, for there was little difference in the sterling value of the dollar in 1883 and 1876. At Ningpo it is usual to impute any falling-off to the machinations of a guild, and if that does not serve, to the

rapacity of the likin collectorate. Woollens, which are in China either a luxury of the rich or the trappings of some ceremony, vary in demand with national or local prosperity, and the uncertainties of last year would suffice to account for the diminished import of 1900, 10,816 pieces, as against the 13,411 pieces of 1899. The diminution is the more regrettable as by far the larger part of the woollen imports come from the United Kingdom.

The total value of foreign metals imported into Ningpo in **Metals.** 1900 was 101,217*l*. More than half of this is represented by tin in slabs (57,002*l*), to be used for the most part in the manufacture of "joss paper," imitation silver ingots, and other devices, to be burnt at funerals and occasions of religious ceremony generally. The amount is very considerably less than for 1899, and far below the figures for 1895 and 1896. The opening of Hangchow, the capital, is the most probable cause of the change.

Lead, mainly for the lining of tea-chests, is represented by 8,622 cwts., the average of the past four years, since the diversion of the Fychow teas to the Hangchow route. The import of nail-rod and bar-iron, which had stood for some years at about 30,000 cwts., fell in 1899 to 19,050 cwts., and in 1900 to 9,000 cwts. Iron-wire showed a small advance; old-iron, the raw material of the Chinese village blacksmith, a slight decrease. Old iron wire declined to less than one-half, while rope remained stationary. Steel also declined, particularly mild steel cuttings.

Kerosene oil is still listed by the customs as a "sundry," **Kerosene.** though it has long taken its place as a staple in the China trade. At Ningpo, as elsewhere, there is a struggle for supremacy between American, Russian and Sumatran. Up to 1887 no distinction is made in the returns. In 1888 we find, American, 162,000 gallons; Russian, 2,000 gallons. In 1895, American, 1,899,150 gallons; Russian, 614,435 gallons. The next year Sumatran appears, and in 1897 Russian reaches its zenith. The figures then and in 1900 respectively are:—

				Quantity.	
				1897.	1900.
				Gallons.	Gallons.
American	..	..	..	1,540,100	1,182,280
Russian ..	..	..	..	1,045,400	546,300
Sumatran	..	..	..	306,655	907,390

Figures for the intervening years seem to show that while there is a slow decline in American and a comparatively speedy one in Russian, Sumatran is steadily making way; this although the amounts of American for 1900 were slightly in excess of, and those of Sumatran some 75,000 gallons below the corresponding figures of 1899.

The only other sundry of importance, sugar, deserves also to **Sugar.**
(803) A 4

be treated as a staple, at any rate at Ningpo. Sugar comes to the port in effect from either Kuantung province or from Formosa. It is, in short, geographically speaking, China produce; and up to the Japanese annexation of Formosa would have figured entirely as native goods had it not found its way hither to a great extent via Hong-Kong, and in the process undergone sufficient treatment to masquerade as a foreign article. Any comparison then of the sugar import should bring together the native and foreign entries, and is not usefully carried further back than 1897.

The figures of that year and 1900 are:—

					Quantity.	
					1897.	1900.
Brown	..	..	..	..	133,096	188,336
White	..	..	..	..	26,081	42,674
Refined	..	..	..	..	103,886	124,722
Candy	..	..	..	..	13,240	14,082

All refined sugar is, however, to be fairly regarded as a foreign product, and so to a very large extent is white; since the processes of conversion take place outside Chinese territory, and for the most part in foreign factories.

**Foreign
sundries.**

Of the remaining sundries British manufacturers are interested, to a greater or less extent, in Llama braid, buttons, candles, clocks, aniline dyes, window glass, glassware, needles, soap, telegraphic materials, and spirits.

In Llama braid, needles, and telegraphic materials there was a falling-off as compared with 1899, but in all the other articles, an advance.

**Native
imports.**

The sum total of native imports was little below that of 1899, (2,679,606 taels (401,940*l.* 18*s.*), as against 2,740,467 taels (411,070*l.* 1*s.*)), the chief gains being in brown sugar and wood oil, and the losses in rice, tobacco, medicines, candy, and white wax. The enormous fall in the import of rice is really matter for congratulation, for it signifies that the local harvest had correspondingly improved. Ssüchuan opium also declined in so far as this article came under the purview of the Maritime Customs; it does not, however, follow that the 170 cwts. of Table II represents the whole of the import in 1900. The only other items of special interest—cotton goods, yarn, and sugar—have already been dealt with.

Exports.

The value of the export trade (816,674*l.*) is almost identical with that of 1891 and 1892, and if below the years 1893–96, is a satisfactory advance on 1898 and 1899. For this last result the excellent cotton crop is largely to be credited. Although in the customs returns the whole of the exports are entered as “for Chinese ports,” a great quantity of them ultimately find their way

abroad. Raw cotton goes to Japan and Formosa, tea to America, rush hats to France and Italy, while among exports to the British Empire are hides, mats, and matting, musks, furs, gongs, and human hair.

The export of raw cotton, 138,076 cwts., is the record for Ningpo. As for our other staple, tea, the Fychows (green) which have rapidly declined since their natural port of exit, Hangchow, was opened, no longer appear in the returns. Pingsueys (also green) have fallen by nearly 1,500,000 lbs. since 1899, owing to the damage done to the crop by the heavy rains of last April. The output, nevertheless, is considerably in advance of 1898 and 1897.

Cuttle-fish, another great industry of this neighbourhood, has been more successful, the export being double that of 1899.

Rush hats give the second best record of the last 10 years, being exceeded only by the number in 1897. The more valuable rush mats have declined, though very slightly. Medicines for 1900 are a record; "joss paper" and samshu show an improvement. On the other hand, the figures for fish maws and glue, ground-nut oil, alum, and umbrellas are below those of 1899.

The total number of steamers entered and cleared at Ningpo **Shipping.** during 1900 was 772, and their tonnage 949,720, the corresponding figures for 1899 having been 1,128 and 1,005,544. There were 328 sailing vessels, tonnage 46,663, in 1900; in 1899, 319, tonnage 45,013.

British shipping has practically remained stationary, the loss of 10 steamers being partly made up for by six sailing vessels, lorchas. Chinese sailing vessels remain the same (322 against 319), but Chinese steamers are only one-half those of 1899. One reason, which accounts for 56 out of the decrease of 303, was the substitution of the American for the Chinese flag on board the regular boat for Wenchow.

Chinese steamers continue to run to the unopened ports of this circuit, to Tinghai, Pootoo, Shihpu, and Haimen. Engaged in this trade, under Inland Navigation Rules, are three vessels, one small and two of moderate size. At the same time launches run to Yüyao up one of the two branches of this river, and to Chinghai, at its mouth. Passenger traffic, whether with Shanghai, with Wenchow, or with Haimen and intermediate ports, has continued to increase, the total of natives carried being (to and fro), 341,684 in 1900, as against 282,370 in 1899. The "Shanghai scare," already referred to will account for some 50,000 of the difference, but the rest would seem to be a genuine advance.

During 1900 one Russian vessel entered Ningpo, and three Japanese, all of them laden with coal. If report is correct, it is possible that Japanese shipping firms may in the course of this or next year make an effort to break into the monopoly of the general carrying trade enjoyed for many years past by the China Merchants Steam Navigation Company and Messrs. Butterfield and Swire.

There is little or nothing to chronicle in the way of public **General.**

improvements, since the uncertainties of last year did not make for progress. A general settlement of the matters under discussion between the Allies and the Chinese Government will, doubtless, cause attention to be directed to the natural riches of this as of other parts of China.

Meanwhile, the natives here might by a comparatively simple step largely increase their wealth. In the flat country round about Ningpo it is hardly an exaggeration to say that quite one-third of the ground is occupied by coffins, sometimes concealed by mounds or brick tombs, sometimes with no covering but a mouldering mat. In theory the vast mass of these are only temporarily deposited where they lie, awaiting the acquisition of an auspicious site in the hills. In practice, however, they are left to encumber the soil until they rot into it. Firm but tactful legislation, and the expenditure of a relatively trifling sum, should free the fields from a monstrous incubus, and go far to double the output of cereals in this district.

Annex I.—RETURN of all Shipping at the Port of Ningpo during the Year 1900.

ENTERED.

Nationality.	Steam.		Sailing.		Total.		Total Value of Cargo.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British ...	165	203,714	3	163	168	203,877	£ 600,566
Chinese ...	189	250,965	163	23,560	352	274,525	1,005,207
Other nations ...	32	20,181	...	...	32	20,181	8,074
Total ...	386	474,860	166	23,723	552	498,583	1,613,846
„ 1899 ...	564	502,749	155	21,930	719	524,679	1,707,236

CLEARED.

Nationality.	Steam.		Sailing.		Total.		Total Value of Cargo.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British ...	165	203,714	3	163	168	203,877	£ 322,050
Chinese ...	189	250,965	169	22,777	348	273,742	461,331
Other nations ...	32	20,181	...	...	32	20,181	7,926
Total ...	386	474,860	182	22,940	548	497,800	791,307
„ 1899 ...	568	506,165	164	23,084	732	529,249	825,674

**Annex II.—RETURN of the Principal Articles of Import into
Ningpo during the Years 1900–1899.**

Articles.		1900.*		1899.†	
		Quantity.	Value.	Quantity.	Value.
			£		£
Foreign :—					
Opium—					
Malwa	Cwts. lbs.	2,910-16	262,125	3,943	303,612
Patna	" "	108-56	7,227	113	6,876
Benares	" "	27-14	1,765	67	3,995
Persian	" "	0- 2	15	1	60
Shirtings	Pieces	510,277	209,571	695,759	221,039
T-cloths	"	62,668	25,834	82,350	30,392
Cotton yarn—					
British	Cwts.	232	778	231	1,245
Indian	"	2,241	6,441	2,745	9,147
Japanese	"	3,901	9,091	3,029	9,009
Woolens	"	...	19,604	...	22,147
Tin, in slabs	Cwts.	13,499	67,002	20,074	91,986
Iron	"	38,818	17,853	57,731	20,308
Oil, kerosene	Gallons	2,635,920	74,712	2,893,415	65,883
Sugar—					
Brown	Cwts.	121,550	62,248	178,319	84,880
White	"	33,507	24,069	42,086	27,711
Refined	"	93,842	74,312	124,722	90,586
Native :—					
Tobacco	"	16,795	33,740	20,311	31,517
Medicines	"	...	51,081	...	60,551
Rice	Cwts.	874	545	23,033	7,120
Sugar—					
Brown	"	13,955	7,244	10,017	4,763
Candy	"	9,381	9,718	12,361	11,032
Wood oil	"	30,788	30,301	21,333	16,602
White wax	"	1,307	13,740	1,830	17,418
Opium, native, Szechuan	"	170	6,436	245	8,474

* 1 Halkwan tael = 3s. 1d.

† 1 Halkwan tael = 2s. 10d.

**Annex III.—RETURN of Principal Articles of Export from Ningpo
during the Years 1899–1900.**

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton—					
Raw	Cwts.	138,076	259,272	77,193	124,017
Yarn	"	3,110	7,619	4,177	11,676
Cuttlefish	"	43,768	47,607	20,282	21,722
Fans, paper	Pieces	1,665,022	12,064	1,857,843	10,586
Rush mats	"	1,926,979	29,708	2,045,156	31,870
Medicines	"	...	60,035	...	47,317
Oil, ground-nut	Cwts.	6,704	7,057	10,520	9,389
Silk piece-goods	"	293	18,962	451	26,810
Tea—					
Fychow	Lbs.	...	...	39,867	911
Pingsuey	"	9,151,067	208,972	10,884,000	207,051

Annex IV.—SHARE of the British Empire in the Trade of Ningpo.

Until the customs returns—always most courteously placed by the Commissioner at the disposal of His Majesty's Consul—give the provenance of the imports, and, what is still more difficult to discover, the final destination of the exports, it is impossible to arrive at an accurate estimate of the share taken by the British Empire in the trade of this or any other Chinese port.

Some articles have their origin confessed, as for instance, Benares' opium, Indian yarn, British drills, American sheetings, Sumatran oil, and Japanese copper slabs. Others may, with fair certainty, be divided up between the countries known to produce them. Some, notably Ningpo sugar, have undergone in a second country manipulation which may, or may not, be held to convert it into a new article. Finally, there remain a large number of sundries not easily assignable to a given flag.

An experienced examiner in the customs here has provided the following lists of imports into Ningpo which are in whole, or in part, the product of the British Empire:—

1. Articles wholly derived from the British Empire: Opium (except Persian), white Irishes, English and Indian drills and yarn, English sheetings, cotton and woollen Spanish stripes, camlets, woollen lastings, long ells, Italian cloth, and nail-rod iron.

2. Articles, 75 per cent. of which come from the British Empire: White shirtings and T-cloths.

3. Articles, 66 per cent. of which come from the British Empire: Dyed shirtings, printed T-cloths, Turkey reds, cotton Italians, velvets, cotton metz cords, old iron wire and rope, lead in pigs, mild steel, and candles.

4. One-half of which come from the British Empire: Chintzes and furnitures, twills and crimps, muslins, handkerchiefs, towels, cotton and woollen blankets, cotton ticks, cottonades, thread, broad cloth, woollen yarn, iron (except as above), tin-plates, tin in slabs, brass and yellow metal, steel, zinc, Llama braid, buttons, dyes, glass, needles, soap, and spirits.

On the other hand, the following imports are certainly non-British: Persian opium, Dutch and American drills and jeans, American and Japanese shirtings, Japanese cotton cloth, thread, copper slabs, matches and coal, American flour, Japanese, Corean and American ginseng, and American, Russian, and Sumatran kerosene.

Taking the figures for 1900 for these five classes we have—

Class.	Description.	Total Imports.		Of which British.	
		Currency.	Sterling.	Currency.	Sterling.
		Taels.	£ s.	Taels.	£ s.
1	Wholly British ..	..	..	1,985,827	297,874 1
2	Three-fourths British ..	347,623	52,143 9	260,717	39,107 11
3	Two-thirds British ..	311,355	46,703 5	207,570	31,135 10
4	One-half British ..	387,545	58,131 15	193,773	29,065 19
	Total ..	..	..	2,647,887	397,183 1
5	Wholly non-British ..	995,827	149,374 1	..	..

Making a total of British, 2,647,887 taels (397,183*l.* 1*s.*); non-British, 1,380,290 taels (207,043*l.* 10*s.*). As the total imports were 7,601,778 taels (1,140,266*l.* 14*s.*), this leaves unassigned the amount of 3,573,601 taels (536,040*l.* 3*s.*). 1,053,672 taels (158,050*l.* 16*s.*) represent sugar, of which all but 125,540 taels' (18,831*l.*) worth underwent some manipulation at Hong-Kong, mainly in British refineries. Of the rest (2,519,929 taels (377,989*l.* 7*s.*)) one-fourth at least may be credited to the British Empire. If then Hong-Kong may claim the sugar in ships, the British share in last year's imports here may be set down at 3,194,340 taels (492,461*l.*), or 42 per cent. of the whole.

As regard exports, the examiner has only specially marked the following as destined (though but to one-half of their value) to the British Empire:—Hides, human hair, mats and matting, musk, skins, and wool. These articles in 1900 amounted to 260,828 taels (39,124*l.* 4*s.*), one-half of which is 130,414 taels (19,562*l.* 2*s.*). The staple exports of Ningpo go, for the most part, to non-British territory. Tea, for example, finds its market chiefly in America, raw cotton in Shanghai and Japan, cuttle-fish and medicines in other Chinese ports. These staples were valued in 1900 at 3,735,484 taels (560,322*l.* 12*s.*). The balance of the exports (1,064,771 taels (159,715*l.* 13*s.*)) includes a few articles, such as feathers, furniture, liquorice, and nutgalls, which may find their way into the British Empire. These amount, however, only to 44,042 taels (6,606*l.* 6*s.*), one-tenth of which could be credited to British trade. The remainder, with the notable exception of rush hats (54,476 taels (8,171*l.* 8*s.*)), which go largely to France and Italy, is purely Chinese. We may estimate then (it is a very rough estimate) that the exports of Ningpo, if judged by value, find their destination in the following proportions:—In China, 56 per cent.; in the British Empire, 3 per cent.; in America, 30 per cent.; on the Continent of Europe, 1 per cent.

This makes the value of exports to the British Empire, 23,500*l.*, and gives a total for imports and exports combined of 515,961*l.*, or 22 per cent. of the total trade, Chinese and European. Chinese trade, in the same sense, would be about 871,000 taels (130,650*l.*), or 37 per cent.; those of other countries combined, chiefly America and Japan, 41 per cent.

In estimating the comparative interest of the British Empire in the port of Ningpo and its trade, however, other considerations have to be taken into account.

In the first place, of the shipping, the British Empire provided 407,754 tons out of a total of 996,383 tons, or 41 per cent.; her rivals showing: China, 55 per cent.; the United States, $3\frac{1}{4}$ per cent.; and Russia and Japan combined, $\frac{1}{2}$ per cent. American shipping, moreover, is only represented by what is understood to be a temporary substitution of the American flag for the Chinese on the Wenchow boats. British shipping conveyed, in 1900, 45 per cent. of the foreign, and 38 per cent. of the coast trade; the shares of other countries being: China, 51 and 62 per cent.; Japan, 3.47 and 0.21 per cent.; Russia, 0.76 and 0.05 per cent.; and America, 0 and 0.44 per cent. Goods conveyed under the British flag paid 44.55 per cent. of the total duties; those under the Chinese flag, 55.18 per cent.; all other countries, 0.27 per cent.

Secondly, transit trade under British passes aggregated 185,299 taels (27,794*l.* 17*s.*), or 11.15 per cent.; under Chinese passes, 88.33 per cent.; all other countries, 0.02 per cent.

Lastly, the customs returns of foreign firms and residents give three British firms out of six, and 139 residents out of 215. One at least of the non-British firms, however, is merely the Chinese agency of a Shanghai house. If this is excluded, two-thirds of the firms here are British, and 65 per cent. of the residents.

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF AMOY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2502.

*Presented to both Houses of Parliament by Command of His Majesty,
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NOTE.—Exchange: 1 Haikwan tael = 3s. 1½d.

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Report on the Trade of Amoy for the Year 1900

By MR. CONSUL MANSFIELD.

(Received at Foreign Office, May 21, 1901.)

The gross value of cargo carried by foreign vessels (including Chinese steamers) entered and cleared at this port during the year 1900 was 3,461,190*l.*, as compared with 3,719,792*l.* in the preceding year. Gross sea-borne traffic.

The total tonnage cleared during the year was 876,606 tons, against 970,838 tons in 1899. British tonnage was 640,443 tons, or nearly 72 per cent. of the whole. The total number of vessels cleared was 877, against 1,007 in the preceding year, and 820 in 1898. The difference is explained by the stoppage of the Newchwang trade during a part of the year, and the fact that a much less quantity of rice was required owing to a better local harvest than that of 1899. Tonnage.

Freight for general traffic on the China coast was raised about 25 per cent. during the year, and, in the case of full cargoes from northern ports, opening rates were maintained through the season. The coasting shipping companies have done well on the whole, though a good many charters were cancelled when troubles broke out in the north. The carriage of supplies for the foreign troops has, of course, contributed towards this favourable result. Freight.

Emigration continues to give lucrative employment to a large fleet, nearly all the vessels of which are specially fitted for the traffic. Against 62,000 emigrants to the Straits Settlements in 1899, 79,000 left Amoy in 1900, of which number 69,000 were carried in 94 British vessels. The above figures do not include 10,000 emigrants to Manilla, many of whom were also carried under the British flag. A quarantine of nine days from date of sailing was imposed at Singapore during the summer months on account of sporadic cases of plague here. The strict medical examination of emigrants before leaving the port appears to have been entirely successful, no cases having appeared on board ships subjected to it. Emigration.

The net total value of the export trade of Amoy for 1900 was 298,155*l.*, against 363,514*l.* in 1899. As will be seen in the tables (Annex I) every item, with the exception of paper and preserves, shows a falling-off. Exports.

- Sugar.** Sugar, which is shipped almost exclusively to the northern ports and which forms about one-half of the total export trade, has naturally suffered most from the war, and has decreased by a value of nearly 60,000%.
- Amoy tea.** No Amoy tea was offered for sale for the foreign market during the year under review, and for the first time this commodity, in which most of the foreign merchants of this port were interested, disappears from the figures of export abroad. In 20 years a trade of over 7,000,000 lbs. has completely died out. The small amount of 1,400,000 lbs., which appears as an export in Annex I, was sent to native ports, probably solely for native consumption.
- Formosa tea.** Amoy continues to be the port for ocean shipment for the tea trade of Formosa, in spite of the efforts of the Japanese to deflect the channel of this trade from the course it has run since its birth. They have imposed a differential tax on this tea when exported to Amoy for transshipment and when exported to a Japanese port. The British merchants of Amoy, whose principal business is the export of the Formosan leaf, bitterly resent this differential duty as being contrary to treaty rights, and as being aimed at depriving them of a trade which has been built up entirely by their own labour and enterprise. Out of a total of 395,159 half-chests (about 17,000,000 lbs.) shipped to the United States and Europe, 358,704 half-chests (about 15,500,000 lbs.) passed through Amoy, the balance 36,455 half-chests (about 1,500,000 lbs.), presumably all for the United States, going via Japan. The great bulk of the Formosan leaf is taken by the United States, the remainder some 13,200 half-chests, being exported to the United Kingdom. The war in North China had no direct effect on this market, except that it must have imbued some operators with a speculative feeling, otherwise the smart rise which took place in July cannot be accounted for.
- Prospects of export trade.** Though the general decrease in the exports is probably only temporary, it is not likely that the export trade of this port can ever assume large proportions, though improved communication and the development of the mineral wealth of Fokien may in future increase the capabilities of the population for buying foreign goods, for which the vast numbers of returned emigrants have developed a taste.
- Imports.** The value of the net imports of native and foreign goods for 1900 was 1,865,955%, against 2,180,590% in 1899. A decrease of 300,000% odd seems large but has in reality no significance.
- Rice.** The rice crop in this district is dependent on the rainfall in the spring. In 1899 this was much below normal, and large quantities of rice from the Yangtze and from abroad had to be imported. In 1900, plenty of rain having fallen, there was a full crop of rice which caused the import to fall off by a value of nearly 300,000%, accounting for almost the whole decrease of imports.
- Opium.** The total import of foreign opium for 1900 was 327,600 lbs., some 70,000 lbs. less than in the preceding year. The falling-off

is chiefly in Benares and Persian opium. The latter drug so nearly resembles the native that at its higher price it cannot compete, and trade in this line is nearly extinct. While the import of foreign opium is less than half what it was 10 years ago, the consumption of native opium increases by leaps and bounds. The import of Yunnan and Szechuen opium through the Imperial Maritime Customs has in one year advanced by 130,000 lbs., and stands at 198,735 lbs. for 1900. As far as I am able to ascertain another 600,000 lbs. came overland and does not, therefore, appear in the customs returns. The estimated amount produced and consumed in the south of this province is about 800,000 lbs., so that the total consumption of native opium reaches the high figure of over 1,600,000 lbs., or, say, just five times that of imported foreign opium.

The price of the best native drug is about 550 dol. per chest, while foreign opium ranges between 850 and 950 dol. It is quite evident, therefore, that we are within measurable distance of a time when Indian opium will only be imported in sufficient quantity to supply the needs of the small minority of the very wealthy.

It is difficult, or rather impossible, to ascertain what revenue is collected on a native product so eminently suited to high taxation, and still more so to estimate how much of the revenue finds its way into legitimate channels. It is obvious, however, what an important item this would become if levied honestly at the rate charged on imported foreign opium, say, about 1 dol. per lb.

There is no diminution in the import of morphia which was Morphia. 16,776 ozs., and the Chinese authorities seem to have taken so far no serious steps to put down its use.

Every item under this heading, except the insignificant one Cotton goods. of dyed shirtings, shows a small decrease. The net value of cotton goods (foreign) imported was 64,495*l.*, against 71,275*l.* in 1899.

Foreign cotton yarn was imported to a value of 152,502*l.*, Cotton yarn. against 176,916*l.* in the preceding year. Five per cent. was Japanese and the rest Bombay. The Shanghai mills sent a small amount, value 1,400*l.*

Woollen goods have never found much favour here, and with Woollens the exception of English camlets, which are stationary, all show a slight decrease even on their former insignificant proportions.

Metals, on the contrary, have improved. Tin in slabs from Metals. the Straits Settlements has increased in value from 33,000*l.* to 55,500*l.*, and all other metals have advanced.

American flour was imported to a value of 82,500*l.*, against Flour. 86,280*l.* in 1899. The import in 1898 was only valued at 33,000*l.*, and this article seems to have a good future.

In spite of adverse circumstances during the year under review, Kerosene. the import of kerosene oil has again made a substantial advance of 676,000 gallons, value 30,000*l.* The proportions in 1899 were: American, 44 per cent.; Russian, 41 per cent.; and Dutch, 15 per cent. In 1900 they were: American, 28½ per cent.; Russian,

45 per cent. ; and Dutch, 26½ per cent. The Royal Dutch Company have now completed their tanks for the storage of oil in bulk, and 1901 will probably see a considerable further advance in the proportion of Dutch oil. The bulk oil imported in tank steamers increased from 706,000 gallons in 1899 to 963,600 gallons in 1900. The price declined steadily throughout the year from 3 dol. 15 c. to 2 dol. 26 c. per 10 gallons and is still weakening. Whether tank oil will ever supersede case oil in this district depends on the discovery, yet to be made, of a cheap utensil for transporting it. The tank carts used in the United Kingdom are not suitable owing to the bad roads and the mountainous character of the country. Case oil, though dear, adapts itself to carriage by coolies. Water-borne carriage by tank boats is limited, by the want of waterways in this district, to a very short distance.

**Beancake
and beans.**

77,000,000 lbs. of beancake were imported during 1900, against 83,000,000 lbs. in the previous year. Beans for the same period were 94,000,000 against 84,000,000 lbs. Before the troubles broke out in the North very considerable shipments had been made from Newchwang. A good many charters were then cancelled, and later on the landing of the Japanese force here was the cause of several more cancellations. Some 26,000,000 lbs. of beans were later imported from the Yangtze as a substitute for the reduced Newchwang and Chefoo products. The general result as far as charterers were concerned was not good. Two of them have dropped out of the trade, not having the necessary capital to carry it on and the native banks not being willing to come forward to their assistance. The large fire in the city, alluded to in my general remarks, also hit those engaged in the northern trade very hard.

**General
remarks.
Effect of the
rising in
North China.**

In reviewing the trade of this port for 1900 it is interesting to note the comparatively small effect produced by the rising in the North. When the news of the siege of the Legations and the failure of Admiral Seymour's column to relieve them reached Amoy fears were naturally entertained for the safety of foreigners, and the missionary body in the interior were directed to come to the treaty port.

**Disturbances
in Fokien.**

The Viceroy issued satisfactory proclamations, and where these were posted in the interior no trouble occurred. The circuit of the Amoy Taot'ai, which follows the coast line from Amoy nearly up to Foochow, was quite free from disorder. Further inland, in the Ting Chang Lung Taot'ai's circuit, however, the proclamations were only posted in the chief Prefectural City of Changchow. A number of local rowdies created a disturbance at the Ting Chow Prefectural City in the extreme west of the province and burnt and looted two chapels and some of the houses of the converts. The news that this had been done with impunity quickly spread eastwards, and within a month or so a line of mission stations extending from Ting Chow to within a few miles of Changchow, the seat of the Taot'ai, were attacked. 13 chapels and many converts' houses were either burnt or wrecked, in each case by the local bad characters. As

far as can be ascertained, however, no lives were lost. The local authorities remaining supine, an urgent appeal was made to the Viceroy of the Min-Ché, who acted with commendable energy and promptitude. Not only did the outrages cease, but each case was dealt with locally, the chief offenders punished, and before the close of the Chinese year all the cases were settled, compensation being given both for mission and converts' property. In October and November it was considered safe for the missionaries to return to their stations in the interior.

On August 26 the landing of an armed force from the Japanese men-of-war caused a panic among the natives who left Amoy for the interior in numbers estimated at about 50,000. After negotiations the force was withdrawn on September 5, but the occurrence put a temporary stop to all business, and its effects were felt for a considerable time.

Landing of Japanese force.

On the night of October 29 a very large fire occurred in the best quarter of the suburb, which was chiefly occupied by Chinese merchants engaged in the northern trade. Being uninsured the merchants suffered heavily, and their situation was aggravated by the tightness of the money market, the native bankers, owing to the unsettled state of affairs in general, not being so accommodating as usual.

Big fire in Amoy.

It will thus be seen that the trade of the port for 1900 has been carried on under very adverse circumstances, and it is matter for congratulation that it has not suffered more heavily.

Nineteen steam launches are running under the Inland Water Regulations against 15 in 1899. Of these 10 are British, four Chinese, three Japanese, and two Spanish. They carry passengers only from Amoy to Chiobé, about 10 miles distant and the furthest navigable point on the road to Changchou Fu. The only other run is from Amoy to Anhui, about 40 miles up the coast, and this is the quickest route to the ancient city of Chin chew, which is distant from Anhui about 20 miles overland. This passenger traffic is, I understand, fairly remunerative, but Amoy is not in a position to profit much by inland water navigation, even if the regulations were placed on a sound basis, as it has practically no streams navigable for any distance by steam launches. I may, however, mention here, in view of possible reforms, that to be of any real value to trade in the interior the regulations should allow the towing of "flats" which, with the launches towing them, should come under the control of the Imperial Maritime Customs, and be allowed to land passengers and cargo at any and every point of their journey. An arrangement like this worked with the transit pass system would, no doubt, with specially-constructed launches, lead to a great development of trade with the interior.

Steam launches. Inland water navigation.

Another point which must be taken up seriously is the recrudescence of piracy on the coast and in the inland waters. Many cases have occurred lately on the coast between Amoy and Foochow. Three cases have occurred where goods belonging to a British subject have been forcibly robbed to a small extent, and it

is next to impossible to obtain redress, though the villages furnishing the pirates are pretty generally known.

Oil depôts in
the interior.

In view of the probability that the question of treaty revision will shortly come under consideration, it may be well to draw attention to a point which the special circumstances of the port of Amoy have brought to notice. Owing to the insufficient waterways it has been found necessary in the kerosene trade to have depôts or installations for case and bulk oil at points which can be reached by boats of some size. From these the oil is distributed by small boats or land carriage. Strong objections have been raised to these establishments by the Chinese authorities as contrary to treaty, and their existence has been defended under Clause 3 of Article VI of the Shimonoseki Treaty, which allows Japanese subjects (and others under the "most-favoured-nation" clause) temporarily to rent or hire warehouses for the storage of goods purchased from or transported to the interior of China. I understand, however, that the Japanese do not claim that the right conferred by this clause extends to distributing imported goods from such warehouses by sale on the spot. Of course, warehouses can be owned by Chinese, but they have practically no redress in case of illegal levies on foreign goods.

Suggestions
for opening
up of China.

If I might venture to express a humble opinion on so vast a subject as the opening up of China to foreign trade, I would lay down the following as the general lines to which I think attention should be given :—

1. Improvement in communications by railways, roads, and canals, with facilities for the employment of foreign capital.
2. A revised tariff, including the abolition of export duties, with proportionately increased import duties, which should include $2\frac{1}{2}$ per cent. likin, freeing foreign goods to all parts of the Empire, in the same way as opium is freed under the additional Article of the Chefoo Convention.
3. An extension of the Transit Pass system to all Chinese produce whether in the hands of foreigners or Chinese, with a fixed duty payable to the Government of each province through which the goods have to pass. If necessary for provincial expenses, a small octroi might be levied in the towns and cities on native goods not in transit.
4. The establishment of a proper Mining Board with regulations liberally drawn to induce the employment of foreign capital.
5. The right of residence in the interior to foreigners.

It is with great diffidence that I make these suggestions, and only on the ground, that however crude they may be something in them may be of practical value.

In conclusion, my thanks are due to the Commissioner of Customs for allowing me access to his returns before publication, and to others who have furnished me with information.

Special Report on the Trade of Amoy that is actually British.

To arrive at a just conception of the proportion borne by purely British trade to that of other foreign countries it is necessary to eliminate altogether from the figures re-exports which, of course, figure in the returns of other ports and coast trade with China ports. This course has, therefore, been followed.

The net total value of foreign goods imported and coming into consumption during the year 1900 was 1,111,000*l.* It is estimated that of this amount 637,830*l.* is from the United Kingdom and her dependencies, or about 57 per cent. of the whole.

The net total value of native goods exported during the year 1900 to foreign countries was 192,435*l.* It is estimated that of this amount 123,375*l.* was sent to the United Kingdom and her dependencies, or about 64 per cent. of the whole.

The above figures have been considered as carefully as possible, and are, of course, only approximate, owing to the difficulty of eliminating goods to and from other countries passing through Hong-Kong. Where there has been considerable doubt it has been given against British trade so as to avoid an over-estimate.

It may therefore be fairly assumed that at least 58 per cent. of the trade of Amoy for 1900 was actually British.

I am very much indebted to Mr. A. J. Hadley of the Imperial Maritime Customs, who, with the kind permission of the Commissioner of Customs, has devoted much time and trouble to furnishing the above information and to compiling the accompanying table (Annex 6).

Annex 1.—RETURN of Principal Articles of Export from Amoy during the Years 1900–1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Lung-agans... ..	Lbs.	496,133	3,175	1,534,666	9,540
Paper	"	6,546,067	45,500	5,169,783	35,925
Preserves	"	775,067	8,120	752,666	7,635
Samshu, medicated	"	1,269,067	12,640	1,309,466	14,145
Sugar—					
Brown	"	11,882,133	31,815	18,967,066	47,965
White	"	494,400	3,110	1,554,666	9,460
Candy	"	7,133,867	47,335	13,214,300	84,549
Tea, black	"	937,733	16,465	1,400,400	22,410
Tobacco, prepared... ..	"	887,867	13,430	1,996,933	29,445
Umbrellas, paper	Pieces	474,559	6,440	774,480	8,860
Other articles	"	...	149,905	...	123,970
Gross total of exports ... ..		...	338,625	...	392,865
Re-export of native produce ... ..		...	40,470	...	27,351
Net total of export trade ... ..		...	298,155	...	365,514

Annex 2.—RETURN of Principal Articles of Import into Amoy
during the Years 1900-1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Opium—					
Malwa	Lbs. ...	10,744	8,895	10,776	7,695
Patna	" ...	1,679	1,210	7,792	4,880
Benares	" ...	303,546	230,780	334,161	219,285
Persian	" ...	11,451	9,268	45,258	30,900
Cotton goods—					
Shirtings—					
Grey, plain	Pieces ...	24,755	6,530	28,862	7,390
White "	" ...	47,368	18,380	60,648	22,875
Dyed "	" ...	6,858	1,920	4,432	1,320
" figured, brocaded, and spotted	" ...	13,756	6,190	14,767	6,330
T-cloths, 52 inches	" ...	53,025	11,520	65,016	13,845
Chintzes	" ...	7,845	2,190	7,867	2,290
Turkey red shirtings	" ...	6,663	1,935	7,451	2,445
Japanese cotton cloth	" ...	20,396	2,960	30,545	3,325
Indian yarn	Lbs. ...	6,511,000	144,010	7,376,800	156,510
Japanese yarn	" ...	406,200	8,490	710,933	14,460
Other cotton goods ... ..	" ...	...	12,970	...	...
Woolen goods—					
Camlets, English	Pieces ...	3,786	5,375	3,863	5,790
Spanish stripes	" ...	883	1,570	1,051	1,800
Cord and yarn	Lbs. ...	40,400	4,050	57,200	5,175
Other woolen goods ... ..	" ...	...	3,225	...	4,920
Metals—					
Iron	Lbs. ...	...	5,295	960,000	1,200
Tin, in slabs	" ...	934,933	55,505	648,800	32,890
Lead, in pigs	" ...	217,333	1,610	181,068	1,230
Quicksilver	" ...	27,467	3,700	30,000	3,300
Other metals ... ..	" ...	...	3,500	...	10,020
Sundries, foreign—					
Bêche de mer	Lbs. ...	795,333	14,290	810,533	13,680
Birds' nests	" ...	9,067	9,650	7,068	6,735
Coal	Tons ...	11,002	12,790	13,968	11,940
Cotton, raw, Indian	Lbs. ...	12,133	170	598,900	8,190
Dyes, aniline ... ..	" ...	...	2,085	...	2,055
Fish, dried and salt	Lbs. ...	3,682,933	26,030	5,533,868	35,038
Flour	" ...	19,961,867	82,500	21,545,460	86,280
Ginseng	" ...	26,267	18,175	22,300	26,100
Leather	" ...	149,467	4,335	244,800	5,960
Lily flowers, dried	" ...	278,800	4,330	793,833	8,940
Matches, Japanese	Gross ...	661,080	24,955	632,850	23,025
Morphia	Ozs. ...	16,776	4,865	16,628	4,350
Oil, kerosene—					
American	Gallons ...	1,074,670	29,600	1,384,270	36,675
Russian	" ...	1,701,055	47,555	1,278,805	28,425
Sumatra	" ...	1,010,865	29,250	452,785	11,280
Paddy	Lbs. ...	615,600	1,145	7,199,600	12,915
Prawns and shrimps, dried	" ...	1,585,733	16,880	1,500,000	15,180
Rice	" ...	31,861,200	129,890	136,533,266	457,290
Silk goods	" ...	17,167	8,945	...	7,680
Sugar, refined	" ...	717,467	5,010	776,933	5,235
Other foreign sundries ... ..	" ...	...	162,225	...	142,967
Total ... ..	...	...	1,181,300	...	1,508,705
Excess of re-exports over imports ... ..	...	...	60,695	...	18,975
		...	1,120,605	...	1,490,730
Native produce—					
Beancake	Lbs. ...	77,557,867	135,425	83,083,468	140,190
Beans	" ...	93,813,733	162,400	83,699,868	162,327
Cotton, raw	" ...	728,400	12,720	939,098	15,780
Oil, bean, &c.	" ...	2,366,933	16,480	1,631,868	10,608
Opium—					
Szechuen	" ...	32,069	13,355	4,000	1,770
Yunnan	" ...	163,317	70,185	64,533	29,430
Prawns, dried	" ...	3,118,267	34,485	3,331,200	38,775
Rice	" ...	44,182,800	144,010	38,020,268	120,750
Samshu	" ...	728,400	4,700	1,143,600	7,380
Seeds	" ...	3,690,533	19,440	4,670,000	22,290
Silk piece-goods	" ...	19,867	11,780	19,468	11,220
Tea, black	" ...	176,533	6,140	222,133	7,545
Vermicelli	" ...	1,023,867	11,845	1,236,800	14,650

RETURN of Principal Articles of Import into Amoy during the
Years 1900-1899—continued.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Wheat	Lbs. ...	17,406,400	£ 40,525	14,038,666	£ 31,575
Other native produce ... ..	...	...	62,350	...	75,809
Total ... ..	...	...	745,820	...	689,980
Excess of re-exports over imports ... ..	...	...	470	...	120
Import, native produce ... ..	...	...	745,350	...	689,860
„ foreign goods ... ..	...	...	1,120,605	...	1,490,730
Net total of imports as above ... ..	...	...	1,865,955	...	2,180,590
Re-export of foreign goods... ..	...	...	603,071	...	558,490
„ native goods ... ..	...	...	40,624	...	29,351
Gross total of import trade... ..	...	...	2,514,650	...	2,768,431

Annex 3.—TABLE showing Total Value of all Articles Exported and Imported into Amoy to and from Foreign Countries during the Years 1900-1899.

Country.	Exports.		Imports.	
	1900.	1899.	1900.	1899.
	£	£	£	£
United Kingdom	80	75	150	—
Hong-Kong	19,920	24,270	958,745	1,075,125
Singapore and Straits	84,300	71,985	150,950	284,760
United States of America and Sandwich Islands	1,410	3,510	..	13,920
Java	39,605	38,715	2,850	..
Philippine Islands	17,585	9,225	365	1,965
Japan	340	..	16,885	16,200
Formosa	50,875	50,730	525,630	521,700
Siam	2,320	1,920	165	..
Cochin-China, Tongking, and Annam	4,455	6,015	37,285	113,280
Russia (by sea) .. ..	..	..	26,095	13,385
Total	220,840	206,445	1,719,120	2,040,285

NOTE.—Gross export, including re-export of native produce, 28,400£.

SUMMARY.

	Value.
Imports from foreign countries	£ 1,719,120
„ Chinese ports	9,555
Total foreign imports	1,728,675
Re-exports to foreign countries	588,670
„ Chinese ports	19,401
Total re-exports	608,071

Annex 4.—TABLE showing Quantity of Amoy and Formosa Tea for the Year 1900.

Description.					Quantity.
					Lbs.
Amoy teas ..	..	..	..	..	902,267
Formosa teas ..	..	..	..	..	18,211,600
Total ..	..	..	..	..	19,113,867

TABLE showing Distribution of the above Teas for the Year 1900.

Destination.					Quantity.	
					Amoy Tea.	Formosa Tea.
					Lbs.	Lbs.
United Kingdom ..	..	..	..	..	2,533	200,133
Hong-Kong ..	..	..	..	..	168,000	843,067
United States of America..	..	..	..	..	22,000	15,604,533
Straits Settlements ..	..	..	..	..	372,533	290,267
Java..	..	..	..	..	185,467	1,102,400
Siam ..	..	..	..	..	17,007	8,733
Philippine Islands..	..	..	..	..	28,667	6,933
Cochin-China, &c. ..	..	..	..	..	95,333	52,533
Formosa ..	..	..	..	..	9,333	103,133
Total to foreign countries..	..	..	..	..	900,933	18,207,732
„ Chinese ports ..	..	..	..	..	1,324	8,868
Grand total ..	..	..	..	..	902,257	18,211,600

TABLE showing the Quantities of the undermentioned Classes of Tea Exported in 1900.

				Quantity.		Total.
				To Foreign Countries.	To Chinese Ports.	
				Lbs.	Lbs.	Lbs.
Oolong ..	..	..	..	17,233,067	5,200	17,238,267
Pouchong ..	..	..	..	1,844,533	..	1,844,533
Souchong ..	..	..	..	31,067	..	31,067
Total ..	..	..	..	19,108,667	5,200	19,113,867

Annex 5.—RETURN of all Shipping at the Port of Amoy during the Year 1900.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	593	635,229	8	4,157	593	639,386
Chinese	35	19,428	3	42	38	19,470
German	24	40,464	..	..	24	40,464
Japanese	185	179,163	14	333	199	179,501
Austro-Hungarian	2	3,665	..	..	2	3,665
Spanish	5	161	..	..	5	161
American	3	8,428	..	..	3	8,428
Norwegian	3	3,216	..	..	3	3,216
Danish	2	1,192	..	..	2	1,192
French	2	90	..	..	2	90
Non-treaty Powers	2	49	..	..	2	49
Total	853	891,085	25	4,537	878	895,622
„ 1899 ..	974	953,837	27	11,219	1,001	965,056

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	591	636,286	8	4,157	599	640,443
Chinese	36	20,291	2	29	38	20,320
German	24	40,464	..	..	24	40,464
Japanese	184	178,263	13	315	197	178,578
Austro-Hungarian	2	3,665	..	..	2	3,665
Spanish	5	161	..	..	5	161
American	3	8,428	..	..	3	8,428
Norwegian	3	3,216	..	..	3	3,216
Danish	2	1,192	..	..	2	1,192
French	2	90	..	..	2	90
Non-treaty Powers	2	49	..	..	2	49
Total	854	892,105	23	4,501	877	896,606
„ 1899 ..	977	956,476	30	14,362	1,007	970,838

Annex 6.—RETURN of Imports from and Exports to United Kingdom and her Dependencies during the Year 1900.

IMPORTS.

Articles.					Value.
					£
Opium, Indian	..	..	..	..	207,050
Cotton goods, English	..	..	..	..	59,500
Bombay yarn	..	..	..	..	144,100
Woollen goods, English	..	..	..	..	14,875
Metals, English	..	..	..	..	86,320
Sundries, English and colonial	..	..	..	..	126,985
Total	..	..	..	..	637,830

EXPORTS.

Articles.				Quantity.	Value.
					£
Bricks and tiles	..	..	Pieces	..	3,384,394
China ware, coarse	..	..	..	..	..
Paper	..	..	Tons	..	2,835
Medicated spirit
Black tea	Lbs.	..	133,600
Tobacco	"	..	946,400
Sundries
Total	123,375

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DIPLOMATIC AND CONSULAR REPORTS.

CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF SAMSHUI.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2467.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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NOTE.—The value of the teel in 1900 was 3s. 1½d., and in 1899, 3s.

No. 2645.

Annual Series.

Reference to previous Report, Annual Series No. 2467.

Report on the Trade of Samshui for the Year 1900

By MR. ACTING-CONSUL LITTLE

(Received at Foreign Office, May 21, 1901.)

The trade of this port during the year 1900 declined over 20 per cent. as compared with the previous year, the gross value of the imports and exports having fallen from 447,700*l.* to 355,400*l.* How far this was a result of the troubles in the north it is difficult to say, for the business of the port, as measured by the amount of revenue collected, remained remarkably steady during the first three quarters of the year. It is to be noted, however, that the imports, which account entirely for the large decrease, fell off some 14 per cent. during the third quarter when political affairs were at their worst, and this must no doubt be attributed to the timidity of the importer and the reluctance of merchants to consign on credit whilst the situation remained so threatening. It could scarcely have been due to local unrest, since, with the exception of some plundering raids by armed bands on the lower part of the river, things remained quiet throughout in this district, and on the north river nothing was generally known, even as late as August, of the troubles at Peking.

The imports were valued at slightly over 228,600*l.* (including re-exports, 1,100*l.*), against 362,000*l.* the previous year. Of this amount foreign goods represented 222,900*l.*, as compared with 351,000*l.* in 1899, being a decrease of over 36 per cent. Native produce was imported to the value of 5,700*l.*, against nearly 11,000*l.* the previous year.

Of foreign imports, cotton goods were valued at 80,000*l.*, a decline of 124,000*l.*, or about 61 per cent. The principal items were grey shirtings, 15,500*l.* (decrease 10,800*l.*); white shirtings, 21,200*l.* (decrease 11,800*l.*); T-cloths, 4,600*l.* (decrease 4,400*l.*); Japanese cotton flannel, 1,800*l.* (decrease 400*l.*); Japanese cotton cloth and crape, 1,600*l.* (decrease 800*l.*); Indian yarn, 30,100*l.* (decrease 90,100*l.*).

These figures present some rather striking contrasts. The value of cotton goods last year was nearly equal to the total amount of foreign imports this year; Indian yarn alone last year exceeded by 50 per cent. the total value of cotton goods, including yarn,

this year. In 1899 cotton goods represented considerably over one-half of the foreign imports, in 1900 they represented only a little over one-third, and account for some 97 per cent. of the total decrease in imports. I am unable to find any explanation why cotton goods specially suffered unless it be that they constitute a more permanent investment of capital, and therefore more liable to loss in case of political troubles than the perishable articles which form so large a proportion of the imports.

Indian yarn.

The decrease of Indian yarn from over 6,250,000 lbs. to less than 1,500,000 lbs. must have caused considerable loss to a great number of families of the labouring class. Since the opening of the port in 1897 the weaving of foreign yarn into cloth in the neighbouring villages and towns has grown into quite a flourishing industry, which, I am told, has added considerably to the material well-being and prosperity of those engaged in it. The centre of the trade is Sainam, a few miles distant, where a market for the sale of the cloth so woven is held several times a month. A certain amount of this cloth is made into native clothing, and the two together figure in the list of exports to the value of nearly 6,000*l*. It is worthy of remark that foreign sewing machines are now largely used in making up clothes, the cost of which, I am told, has in consequence been materially reduced. The machines are mostly of American manufacture, and the price ranges from 7 to 40 *dol.*, the largest number of machines being sold at 15 to 20 *dol.* (1*l.* 10*s.* to 2*l.*).

Use of sewing machines.

Woollens.

The value of woollen goods declined from 10,800*l.* to 4,500*l.*, the principal item being British camlets, 3,200*l.*, against 7,500*l.* in 1899.

Metals.

Of all foreign goods, metals alone showed a general increase. The total value rose from 1,900*l.* to 3,300*l.*, the chief items being bar iron, 1,700*l.* (increase 700*l.*), and iron nails, 500*l.* (increase 300*l.*). The nails are mostly of American manufacture, and sell at 7½ *c.* (a little under 2*d.*) per lb. They are cheaper and better than the native article, which they appear to be supplanting. There was a small import of iron wire, which is used for tying things, and also for protecting windows and skylights, &c.

Sundries.

Foreign sundries amounted to 135,000*l.*, a slight increase on last year's figures. As, however, the rate of exchange was over 3 per cent. higher than in 1899, this class probably also shared as regards bulk in the general decrease. The principal articles were raw cotton from India, 2,300*l.* (decrease 7,100*l.*); aniline dyes, mostly German and Austrian, 1,600*l.* (decrease 1,300*l.*); flour (American), 5,600*l.* (increase 300*l.*); Japanese matches, 10,000*l.* (decrease 2,500*l.*); kerosene oil, American, Russian, and Sumatran, 11,000*l.* (increase 1,300*l.*); silk piece-goods from Shanghai, 5,200*l.* (increase 1,200*l.*); sugar from Hong-Kong, 6,300*l.* (increase 800*l.*); tobacco, largely local produce reimported, 12,700*l.* (increase 6,500*l.*); white wax from Szechuan, 19,500*l.* (decrease 10,900*l.*); yams from Straits Settlements and Malay, 3,000*l.* (increase 200*l.*); betel-nuts (Chinese), 6,900*l.* (increase 3,000*l.*); fish from Japan, Straits Settlements, and the China coast, 17,100*l.* (increase 3,000*l.*).

Amongst articles of minor value may be mentioned spindle oil for use on steam launches and in native factories, match-making materials from America for use in a large native match factory at Fatsham, machine-made paper from Japan of common quality, but lower price than the native article, American raisins for making confectionery, and indiarubber shoes from the United Kingdom. These shoes are worn in wet weather over the native foot-gear to protect the latter from water and mud. They are of a shape to suit the native shoe, and are retailed at 1 dol. per pair. The sale is likely to increase. Soap, perfumery, needles, watches, cigars, cigarettes, cloves, and spices were imported in small quantities, and are worthy of mention as indicating a taste for foreign articles of luxury, which promises well for foreign trade when the purchasing power of the people is increased by the development of the great internal resources of the country. Although not appearing in the returns, foreign carpenters' tools, without the wood handle or frame, appear to be in fairly common use. Planes of British and French manufacture, retail price about 1s., and saws are frequently seen. Native carpenters say they generally prefer the foreign article, which is cheaper in the long run.

The import of native produce dwindled to the insignificant sum of 5,700*l.*, a decrease of nearly one-half. Liquid indigo accounted for nearly four-fifths of this amount. As the native taxes on junk-borne goods on the short journeys from the neighbouring ports are probably less in most cases than the duties payable by steamer-borne cargo there is not much prospect of expansion in this branch of business.

The most notable feature of the year's trade is the large and somewhat unexpected increase in exports, which rose from 85,700*l.* to 126,700*l.*, nearly 48 per cent. The principal items were straw bags, 7,200*l.* (increase 2,300*l.*); cloth and clothing, 5,800*l.* (increase 2,900*l.*); fire-crackers, 42,400*l.* (increase 18,900*l.*); paper, 30,900*l.* (increase 8,200*l.*); silk goods, 7,900*l.* (increase 7,600*l.*); tobacco, 18,300*l.* (increase 200*l.*); and sugar, 2,400*l.* (increase 1,000*l.*). It will be seen from the above figures that of the total increase of 41,000*l.* fire-crackers, paper, and silk account for nearly 35,000*l.* The increase in silk is probably due to the diversion of the Takhing trade from junks to steamers.

The methods used by the natives for preparing sugar are very simple. The cane is crushed three times between two upright cylindrical stones turned by a couple of water buffaloes; the juice is then boiled in earthenware basins, and after the scum has been taken off, is laid on clean mats, where, on cooling, it is cut into slices and packed in earthenware jars. The crushing of the cane and the preparation of the sugar are done in temporary mat sheds, the expenses being shared by some 40 or 50 local farmers, who join together for that purpose. In the autumn the country is dotted with these sheds, the presence of which is indicated by dense volumes of smoke arising from the rice straw that is burnt in the ovens.

Amongst articles of little value may be mentioned : tea, tinned (809)

meats, cotton stockings, and tinned rice birds. The last mentioned are not, I believe, found outside this district; they are very small, of delicate flavour, and may be eaten whole, bones and all. The supply for the tinned meats is, I am told, largely drawn from pigs that have died of disease or old age, with an occasional cat or dog thrown in to give an extra relish. They are exported for consumption by Chinese settled abroad.

Value of
trade with
Hong-Kong.

Of the total trade of 355,400*l.* all but 20,000*l.* was with Hong-Kong and Macao, the former of which sent 222,000*l.* and received 103,700*l.*; the latter sent 800*l.* and received 8,800*l.* About 92 per cent. of the trade of the port was thus with Hong-Kong.

Estimated
value of
imports of
British origin
and of exports
consumed in
British
Possessions.

It would be interesting to know what proportion of the imports is of British origin and what proportion of the exports is actually consumed in British possessions; but as the customs returns do not state the origin of the imports nor the ultimate destination of the exports, and as there are no foreign merchants resident here, and the business is done entirely by native agents of Chinese merchants who do not distinguish between the different foreign countries, it is impossible to obtain data on which to base an even approximately correct calculation. The most that can be done is to strike out that part of the trade which is almost certainly foreign, and make a rough estimate of how much of the remainder is British.

About 5 per cent. of the cotton goods are returned as Japanese, the remainder (76,000*l.*) are said to be mostly Manchester goods, with a few German. Of woollens (4,500*l.*), British camlets represent 3,200*l.*, and the rest are also nearly all British. Of metals (3,300*l.*) no information is obtainable, except that nails (500*l.*) are mostly American. Of sundries (135,000*l.*) about one-half may be considered Chinese, although returned as foreign on account of passing through Hong-Kong, and about a quarter Japanese and American. Of the remainder, the following articles are mostly British:—Raw cotton (Indian), 2,300*l.*; indiarubber shoes (the United Kingdom), 500*l.*; leather (Straits Settlements), 1,200*l.*; sugar (Hong-Kong), 6,300*l.*; yams (Straits Settlements), 3,000*l.*; say, 13,000*l.*

The result of these figures is that of the total foreign import trade of 222,900*l.* the British share is at most about 90,000*l.*; how much less it really is it is quite impossible to say, but it would probably be quite safe to fix the minimum at 50,000*l.*, that is between 20 and 40 per cent.

Of the exports, 103,600*l.* went to British possessions (that is Hong-Kong), some 10 or 12 per cent. of which must, however, be deducted as reimports, the remainder, say 90,000*l.*, were probably for the most part consumed by Chinese in Hong-Kong and the Straits, but I have found it impossible to obtain anything approaching exact information on the point.

Trade under
transit passes.

Foreign goods (mostly cotton goods, oil, and matches) to the value of 48,500*l.* went inland under transit passes, being an increase of 31,500*l.* They were mostly destined for various parts of this province and Kwanghsi, but small quantities were also taken

to Hunan and Kianghsi, and even as far as Kweichow and Yunnan.

Considering that as recently as 1894, in a report on the trade of Canton, Her Majesty's Consul stated that "the transit-pass system is now never availed of, for the simple reason that the Chinese trader has been made to understand that it is better for him to leave it alone," it is very satisfactory to record that out of 3,446 passes issued 3,130 were taken out by Chinese. Many of the passes were taken out for very small quantities, and the average value was only 14*l*. In one case the value of the goods (destined for Hunan) was under 2*l*., this was probably an experiment to see whether the pass would be respected. As merchants gain confidence in the protection afforded by passes, I think the trade is likely to grow, for this is the most convenient port for feeding the north-west part of this province, as well as large portions of Hunan and Kianghsi. Only two cases of interference with transit-pass goods have been brought to my notice during the year, both of which have been satisfactorily settled. One of them affords a curious illustration of the devious channels into which trade is forced by the native system of taxation. The goods were destined for a place on the coast of this province about 100 miles south-west by sea from Hong-Kong. Instead of proceeding direct they came over 100 miles north-west, and, having obtained a transit pass, returned over nearly the same route. After paying the treaty duties, the extra freight for some 250 miles, and transshipping charges, the cost of laying down the goods at the place of consumption was still nearly 16 per cent. less than by the direct route on which they would have been liable to native taxation, not counting the "squeezes" and delays to which they would also have been exposed.

Extensive use
of passes by
natives.

After a considerable amount of pressure the provincial authorities have now for the first time since the opening of the port made arrangements for the issue of outward transit passes for the purchase in the interior of native goods intended for export. I do not think, however, that they are likely to be extensively used at present.

Outward
transit passes.

Some 22,000 passengers entered and left the port in steamers during the year, being a decrease of about 4,000.

Passenger
traffic.

The total tonnage of river steamers (that is excluding steam launches plying under the Inland Navigation Rules) was 488,800 tons, as compared with 522,900 tons in 1899. The share of the British flag was 274,800 tons, or about 56 per cent., as compared with 324,000 tons and 62 per cent. the previous year. The Chinese flag contributed 162,000 tons (a slight decrease), the Portuguese, 47,500 tons (a small increase), and the American, 4,300 tons (2,200 tons in 1899). Of the cargo British ships carried over 80 per cent. (286,000*l*.), Chinese over 17 per cent. (59,800*l*.), and Portuguese over 2 per cent. (9,500*l*.).

Shipping.

Share of each
flag.

The tonnage of all steam launches plying exclusively on inland waters under the Inland Navigation Rules was 90,900 tons, against 68,700 tons in 1899. Of this the British share was 4,500 tons

Inland
launches.

(about the same as last year), and the remainder belonged to Chinese, an increase of nearly one-half. As these figures indicate, the launch traffic is very large; sometimes in the summer nearly 30 launches pass through in a day. In the winter there is a great diminution in the traffic owing to the low state of the rivers; on the North River even the smallest launches are unable to ascend farther than about 15 miles, whereas in the summer the river is navigable for boats drawing 5 or 6 feet for about 80 miles. As stated above, nearly all the launches belong to Chinese, and I do not think there is much prospect of foreigners competing successfully in the purely inland traffic unless they engage in it on a large scale. A fleet of 20 or 30 launches run in connection with the Hong-Kong trade, under the management of a foreigner acquainted with the language and local conditions and in touch with Chinese importers and exporters might perhaps pay well. But if the Hong-Kong and inter-port steamers had liberty to call anywhere they would no doubt obtain a great deal of trade connected with the inland places lying on their route.

Decrease in
British
tonnage.

The decrease of some 50,000 tons in British tonnage is principally due to the withdrawal in September of the "Samshui" and "Wuchow," the best and largest steamers on the river, and the only ones on the Hong-Kong line with accommodation for foreign passengers. The cause of their withdrawal is supposed to be their failure to pay, due, it is alleged, to the denial to them of the privilege of calling at all riverside places. Whether this was the real or only cause it is difficult for anyone but the owners to say, but in this connection it may be mentioned that several small steamers which run on the same line and under the same conditions bring very handsome returns to their owners, and a British steamer of some 250 tons, carrying three foreign officers, was recently taking nearly 3,000 dol. a month in passenger fares, besides carrying some 1,000 tons of cargo, which I am told must yield a good profit.

A new steamer (sternwheeler) of 367 tons and about 4 feet draught flying the British flag began to run on the Canton-Samshui-Wuchow line in November. She was specially built in Hong-Kong for the trade, is fitted with the electric light, has accommodation for 700 passengers, and can carry 300 tons of cargo. She has already become popular with the Chinese travelling public, and the prospects of her paying well appear to be excellent. A sister ship, also built in Hong-Kong, is expected to commence running on the same line this month.

At the time of writing (middle of March) there is no steamer under the British flag on the Hong-Kong-Samshui line, and from September to March there was only one. Seeing that the goods landed and shipped in Hong-Kong from and to this port and the four ports of call are valued at about 600,000l.* and that the

* Including Wuchow, the value of the river trade with Hong-Kong is about 1,500,000l. I believe no steamer flying the British flag now runs from Hong-Kong to any part of the river.

number of passengers arriving at and leaving Hong-Kong during the year amounts to some 130,000, it is unpleasant to record that British shipping has no share at all in their transport at the present moment.

The river has been unusually low this winter, and since Navigation. September steamers have been unable to cross the bar at the entrance to the upper harbour. The lowest depth recorded was $2\frac{1}{2}$ feet, and on the river between this and Wuchow I believe about 5 feet. Towards the end of the summer the strong current from the North River displaced a sandbank in the harbour, thereby causing some temporary inconvenience to shipping. The river appears to be silting up in several places and it may not improbably undergo changes in the near future which will seriously affect the interests of the port as at present located. Men still living can remember when the channel was only wide enough for one junk to pass. The dangers of navigation are further increased by the large rafts (measuring, perhaps, 400 feet by 150 feet), which sometimes come down three or four at a time and occupy almost the entire breadth of the river. Large stacks of pine-tree branches, measuring some 15 feet by 30 feet, which are floated down two abreast on boats lashed together, for burning in brick kilns and factories, are also a source of peril to shipping. Sometimes 20 or more of these rafts and stacks may be seen in close proximity to one another, constituting a curious and novel sight to the stranger. Several collisions occurred during the year, resulting in loss of life and property. Regulations for native craft enforcing the carrying of lights and a uniform rule of the road are needed.

The total trade of the four stages increased from 234,000*l.* to 281,200*l.*, distributed as follows:—

Trade of the
four stages.

			Value.			
			Kongmoon.	Kumchuk.	Shuihing.	Takhing.
			£	£	£	£
Imports*	..	..	184,900	47,300	18,000	2,500
Exports..	..	..	17,400	7,500	2,700	900
Total	..	..	202,300	54,800	20,700	3,400

* Including native produce, 1,300*l.*

The total for four stages, imports, 252,700*l.*; exports, 28,500*l.*

Hong-Kong sent 245,700*l.* of the imports and received 25,400*l.* of the exports, being over 96 per cent. of the trade. The remainder was nearly equally divided between Macao and the neighbouring ports.

Value of
trade with
Hong-Kong

The imports of cotton goods amounted to nearly 25,000*l.*, an increase of about one-half. Shirtings and T-cloths made up about 53 per cent. of this total, Indian yarn 25 per cent., and the

Cotton goods

remainder was mostly Japanese cotton flannel and cloth. It is noteworthy that Kunchuk took over 7,000*l.* worth of manufactured cotton goods, against about 300*l.* last year. This was probably due to the removal of the likin barrier between that place and the large neighbouring town of Kowkong towards the end of the summer, since nearly all these goods were imported during the latter half of the year.

Woollens. Woollens rose from 2,700*l.* to over 4,800*l.*, mostly British camlets.

Metals. Metals (mostly bar and old iron) were valued at 1,900*l.*, nearly double the amount last year.

Sundries. Of sundries the chief items were: flour, 30,600*l.*; Japanese matches, 9,000*l.*; kerosene oil (mostly Sumatran), 5,500*l.*; rice, 14,200*l.*; refined sugar (from Hong-Kong), 9,700*l.*; raw cotton, 7,000*l.* (probably Indian); all of which except the last show an appreciable increase.

Passenger traffic. The number of passengers who travelled by steamer to and from the stages amounted to over 177,000, against 180,000 in 1899. Hong-Kong received and sent 130,000 of this number.

Estimated value of British-trade. With the exception of sugar, raw cotton, and a few other articles of small value, amounting in all to about 20,000*l.*, none of the sundries, I think, can claim a British origin. Considerably over one-half consisted of eatables, such as fishery products and ground nuts, largely from China and Japan. The maximum value of imports with a British origin may be put down at about 45,000*l.*, viz.: cotton goods (after deducting Japanese, 3,000*l.*), say 20,000*l.*; woollens, 4,800*l.* (2,800*l.* returned as British); metals, 1,900*l.* (some British); sundries, 20,000*l.* Of the exports, 25,400*l.*, which consisted principally of fruits, vegetables, pigs, and nut-oil, 25,400*l.* went to Hong-Kong and were probably mostly consumed by Chinese there or in the Straits Settlements. Of the total value of 281,000*l.* odd about 70,000*l.* is then the maximum amount that can be claimed as British. Excluding oil and American flour (forming about 12 per cent.) the remainder of the trade may safely be put down as nearly all Chinese and Japanese.

British share in carrying trade. As regards the carrying of this trade the figures are more favourable, the share of British ships being 139,000*l.*, or about 49 per cent. It is a somewhat curious fact that whilst British ships carried six-sevenths of the imports into Samshui Chinese carried more than one-half to the stages, the ships running on the same line and under the same conditions. A partial explanation may perhaps be found in the fact that the Chinese companies have agents there whilst the British had not.

From the figures given above it will be seen that of the total trade of Samshui and the four stages, amounting to 636,000*l.* odd, British ships carried 425,000*l.*, or about 66 per cent. As regards the value of imports with a British origin and exports consumed in British territory it is impossible to speak with any certainty. The estimates given above must be read with the explanations attached thereto.

General. Under the vigorous administration of the Viceroy Li a certain

amount of energy was infused into the local civil and military officials, and as a result of the more efficient patrolling of the river and numerous executions of evildoers the hitherto prevalent lawlessness to a great extent ceased. In spite of the troubles in the north an unwonted tranquillity prevailed here during the greater part of the summer, and scarcely any piracies were reported. After the Viceroy's departure, however, the old order of things was not long in returning. Numerous raids were made in September by large bands of armed men on villages (said to be Christian for the most part) in the neighbourhood of Kumchuk and Kongmoon, resulting in loss of life and considerable destruction of property. Several launches and boats were also seized and plundered, and a number of men raided the customs station at Kumchuk. A military officer who had seized some robber chiefs a little way down the river was surrounded by the villagers and compelled to give up his prisoners. A robbery was committed by four men in broad daylight on the main road about 200 yards from this Consulate. In this case the soldiers turned out promptly and captured one of the offenders. But notwithstanding the lawlessness that does undoubtedly to a certain extent exist, the description of which is, however, apt to convey a worse impression of the state of the country than facts warrant, I see no reason to alter the opinion hazarded in last year's report that foreign commerce is not directly affected in a serious degree. How far it suffers indirectly by the disturbance of native trade it is impossible to say, without an intimate knowledge of the conditions prevailing in the inland districts, but the injury is probably not so great as is supposed. The development of the country by the improvement of the waterways, the construction of roads, and the working of mines would be infinitely more beneficial to foreign trade, and have more lasting effect in promoting peace and good order than the most stringent measures of repression. It is vain to hope for the permanent suppression of lawlessness without dealing with the chief cause of it—poverty.

I am indebted to the courtesy of the Commissioner of Customs for early access to the returns.

Annex I.—RETURN of Principal Articles of Import into Samshui during the Years 1900–1899.

Articles.	1900.		1899.	
	Quantity.	Value.	Quantity.	Value.
		£		£
FOREIGN GOODS.				
Cotton goods—				
Shirtings, grey Pieces	43,429	15,503	37,779	26,340
" white "	45,610	21,287	73,480	33,066
" dyed plain "	786	402	2,142	964
" figured "	431	200	822	370
T-cloths "	14,809	4,640	28,913	9,034
Drills, English "	1,513	821	2,744	1,646
Chintzes "	1,349	368	3,500	1,050
Cambrics "	1,314	386	2,758	621
Damaska "	1,777	1,241	3,984	2,988
Muslins "	686	196	443	121
Cotton-flannel "	820	752	1,986	1,640
" Japanese "	9,598	1,807	10,903	2,249
" cloth, Japanese "	7,302	1,341	12,227	2,069
" crape, Japanese "	1,836	298	2,186	400
" yarn, Indian Lbs.	1,464,266	30,169	6,284,533	120,205
Woolen goods—				
Camlets, English Pieces	1,798	3,237	4,206	7,571
Spanish stripes "	218	480	633	1,808
Cloth, broad "	73	364	268	1,246
Metals—				
Iron, nailrod Lbs.	122,533	427	64,533	218
" bar "	413,333	1,708	292,133	986
" nails "	85,600	497	1,137	174
Sundries—				
Betel-nuts "	956,800	6,905	692,533	3,895
Cloth, native and mankeen "	13,600	949	18,000	976
Cotton, raw Lbs.	164,133	2,331	643,333	9,409
Dyes, aniline "	...	1,632	...	2,940
Fish and fishery products Lbs.	1,355,466	17,159	1,203,431	14,186
Flour, wheat "	1,354,333	8,602	1,276,133	6,347
Gypsum "	724,286	1,011	304,133	342
Indiarubber shoes Pairs	5,670	630	5,253	465
Leather Lbs.	44,638	1,293	3,333	97
Matches, Japanese Gross	268,528	10,000	348,744	12,521
Medicines "	...	2,391	...	1,845
Oil, kerosene—				
American Gallons	267,210	6,389	169,000	3,996
Russian "	123,490	2,743	264,465	4,681
Sumatran "	84,660	1,891	75,515	1,376
Oil, ground-nut Lbs.	120,266	1,423	108,866	1,168
" spindle "	30,923	209	3,600	24
Paint "	25,290	487	32,400	448
Paper "	134,666	2,612	76,800	1,146
Pepper, black and white "	62,400	1,022	40,000	718
Silk piece-goods "	8,260	3,249	6,000	4,046
Sugar, white "	722,533	4,710	672,400	3,783
" refined "	210,533	1,617	223,133	1,797
Tobacco, leaf "	377,066	4,651	206,266	2,781
" prepared "	338,333	8,050	153,333	3,449
Ultramarine "	22,500	193	29,333	492
Varnish "	18,133	485	33,266	749
Wax, white "	148,733	19,512	223,601	30,429
" paraffin "	38,133	361	5,200	59
Yams (dye-root) "	866,933	3,030	830,900	2,804
Net total "	...	221,996	...	...
Re-exports "	...	962	...	...
Gross total "	...	222,958	...	351,025
NATIVE PRODUCE.				
Indigo, liquid Lbs.	739,200	4,388	808,266	4,547
Cocoons "	2,800	207	6,000	484
Tobacco leaf "	16,933	208	165,466	2,160
Net total, native goods "	...	5,559	...	...
Re-exports, " "	...	142	...	...
Gross total, " "	...	5,701	...	10,970
" foreign goods "	...	222,958	...	351,025
Total imports, native and foreign "	...	228,659	...	361,995

Annex II.—RETURN of principal Articles of Export from Samshui during the Years 1900–1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Bags, straw...	Pieces	4,134,131	7,206	2,784,585	4,925
Cloth, native and nankeen	Lbs.	104,030	5,157	44,533	2,198
Clothing, cotton	"	9,200	710	10,500	754
Firecrackers	"	2,961,300	42,400	1,899,200	23,503
Paper, all kinds	"	1,581,599	30,942	1,448,399	22,732
Silk, raw, white	"	8,000	3,013	666	270
" cocoons	"	58,933	4,381	...	...
" fishing line	"	1,600	523	...	...
Sugar, brown	"	609,086	2,410	419,200	1,415
Tea	"	41,733	889	12,260	214
Tobacco, leaf	"	317,086	4,466	243,066	3,232
" prepared	"	660,933	13,847	734,400	14,973
Total (including re-exports native produce, 1421.)	...	...	126,909	...	85,756

Annex III.—TABLE showing Total Value of all Articles Exported from and Imported into Samshui to and from Foreign Countries during the Years 1900–1899.

	Exports.*		Imports.	
	1900.	1899.	1900.	1899.
	£	£	£	£
Hong-Kong	103,693	68,911	222,059	350,357
Macao	8,854	2,126	824	613
Total	112,546	71,037	222,883	350,970

* Exports includes re-exports native produce (1421.).

Annex IV.—RETURN of Shipping at the Port of Samshui during the Year 1900.*

ENTERED AND CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	689	110,401	169	27,043	808	137,444
Chinese	1,332	81,028	..	..	1,332	81,028
American	15	2,187	..	..	15	2,187
Portuguese	303	23,767	..	..	303	23,767
Total	2,289	217,383	169	27,043	2,458	244,426

* This return does not include vessels plying under the Inland Navigation Rules :—

ENTERED AND CLEARED.

				Number of Vessels.	Tonnage.
British	232	4,518
Foreign (all Chinese)	6,138	86,438
Total	6,370	90,956

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF NEWCHWANG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2499.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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Reference to previous Report, Annual Series No. 2499.

Report on the Trade of Newchwang for the Year 1900

By MR. CONSUL FULFORD.

(Received at Foreign Office, May 30, 1901.)

The trade of Newchwang suffered severely from the anti-foreign rising of the Chinese in the year 1900. Trade paralysed by the Boxer rising.

All forecasts of this extent of the trade were, in consequence, entirely overthrown, and comparison with the figures of other years seems to serve no purpose. The port opened after the winter, ice-bound period in the last week of March, and by the end of June the disturbances in the interior had reached a pitch which made regular business impossible. A certain amount of export trade went on in the autumn months, but the figures given below practically represent three months' work, in place of the usual eight months of open season.

The net amount of the trade was 3,418,408*l.*, compared with Total trade. 7,253,643*l.* in 1899, and 4,634,474*l.* in 1898. These figures do not include the import and export of treasure, which amounted to 726,223*l.* and 429,246*l.* respectively in 1900.

Net imports amounted to 1,638,237*l.*, composed of foreign goods Imports. 1,200,138*l.* and native goods 438,099*l.*, compared with 4,161,281*l.*, composed of foreign goods 3,266,390*l.* and native goods 894,891*l.* in 1899.

The principal items of foreign imports in 1900 were: opium, Foreign imports. 19,911*l.*; cotton goods, 644,047*l.*; woollen goods, 29,330*l.*; metals, 52,048*l.*; sundries, 446,791*l.* The figures for 1899 were: opium, 104,940*l.*; cotton goods, 2,033,700*l.*; woollen goods, 50,690*l.*; metals, 119,536*l.*; and sundries, 945,033*l.*

Of the cotton goods imported in 1900, 310,980*l.* represents Cotton goods. the value of American drills, sheetings, and jeans, the figures for Values of imports of which were 65,108*l.*, 238,091*l.*, and 7,781*l.* respectively. Japanese from various cotton goods amounted to 45,670*l.*, and Dutch cottons goods to 215*l.* countries. The bulk of the remainder, 287,182*l.*, were British.

In foreign sundries the heaviest item was 145,841*l.* for railway Sundries. material. Coals amounted to 45,317*l.*, mostly from Japan; flax, to 36,002*l.*, mostly from America; American oil, to 32,448*l.*; and sugar, to 34,235*l.*, mostly from Hong-Kong.

So far as it is possible to ascertain the origin of the foreign Countries of origin of

foreign imports.	goods imported, British goods account for 366,784 <i>l.</i> , American for 379,429 <i>l.</i> , and Japanese for 104,206 <i>l.</i> But this leaves a large balance of imports, and it is impossible, under the conditions of local trade, which looks chiefly to Shanghai and not to foreign countries as its source of supply, to ascertain the origin of such imports as are included in the long list of sundries and metals. The trade of Newchwang is principally in the hands of southern Chinese merchants who come north for the open season only. They are numerous and their transactions complicated. It is doubtful if they themselves know the origin or ultimate destination of all, or nearly all, of the goods they deal in, and they are suspicious of any attempt to ascertain the details of their shipments. The trade with Japan is the most distinct and direct. Imports from Japan in 1900 are given in the customs returns as 192,428 <i>l.</i>
Exports.	The total net exports in 1900 amounted to 1,780,171 <i>l.</i> , compared with 3,092,362 <i>l.</i> in 1899. It is thus seen that the export trade suffered less proportionately than the import trade by the disturbances. Goods to the value of 606,145 <i>l.</i> went direct to foreign countries, and the balance 1,174,026 <i>l.</i> to Chinese ports.
Exports to foreign countries.	Of the latter a small proportion is destined for export to foreign countries, but details are impossible to obtain here. Of the goods shipped direct to foreign countries merchandise, to the value of 526,108 <i>l.</i> , went to Japan. The export trade to all other foreign countries, whether direct or indirect, is inconsiderable.
Destination of above.	
Beans, bean-cake, and oil.	Beans, bean-cake, and bean-oil formed, as usual, the bulk of the exports. The figures were 6,731,504 cwts., and value 1,496,696 <i>l.</i> , compared with 10,984,352 cwts., and value 2,496,763 <i>l.</i> in 1899.
Large amount of re-exports.	An unusual feature in the trade was the large amount of goods both foreign and native re-exported. The former amounted in value to 68,077 <i>l.</i> , and the latter to 39,068 <i>l.</i> During the September quarter, when matters were at their worst, there was more business done in re-exports than in imports, the native merchants hastening to put as much of their property as possible out of harm's way.
Shipping.	The figures for shipping do not show as much falling-off as those for trade. In addition to the ships included in the return there were a good many vessels which arrived as transports for Russian troops and stores. The British total was augmented by several ships formerly under the Chinese flag, which were transferred to British ownerships on the outbreak of hostilities.
Native passenger traffic.	The native passenger returns show 29,862 brought into the port and 66,995 taken away from the port by foreign ships. The bulk of these men were from or going to Chefoo. There was naturally an exodus of railway coolies when work ceased, and this port was glad to see the departure of the few thousand employed on the Chinese railway, for they were a menace to the peace of the place as soon as their work and wages were stopped.
Progress of Chinese railway.	When operations were suspended in the middle of June, the Chinese railway was running daily trains from here to Shan Hai

Kuan. The earthworks on the Hsin Min Ting extension were nearing that town. The line was not much damaged by the Boxers. In fact, trains were kept running by the Chinese between Shan Hai Kuan and Chin Chou all through the trouble, and the Russians on working their way along the line in October found it in good order. Between Chin Chou and Newchwang two large temporary bridges had gone, and a short portion of the line had been torn up, but it is expected now (April, 1901) that the Russians will soon be able to run trains through to this port.

The Russo-Chinese line was running trains from Port Arthur to Tich Ling, some 40 miles north of Moukden. This line was more damaged but more quickly repaired for military purposes. It is being rapidly pushed forward. Construction trains can now go to Kai Yuan, 25 miles north of Tich Ling. Work is also going on from Harbin, near Hulan on the Sungari River, and the two ends will meet this summer. From Harbin there is already connection for construction purposes with Vladivostock. The distance in a straight line from Newchwang to Harbin is about 500 miles, and from Harbin to Vladivostock about 400 miles. The railway line is of course much longer.

Progress of
Russo-
Chinese
railway.

There was happily no reappearance in 1900 of the bubonic plague described in my last report. The disease had completely disappeared, but the port suffered to some extent from the bad reputation it had incurred by the epidemic of 1899, and vessels from Newchwang were, with what was regarded here as excessive caution, subjected to medical inspection at Shanghai, for fear that the pest might again visit us in the summer.

Bubonic
plague did
not reappear.

Despite the troublous times a new feature was introduced into the trade of the port during the year. The Newchwang Steam Ferry Tug and Lighter Company commenced work with one small tug, the ss. "Guilcar," and three lighters. The want of such facilities for dealing with cargo in this harbour where wharfage accommodation is limited has long been felt. In default of much local work last autumn, the tug and lighters were chartered by the British Transport Officer for work at Shan Hai Kuan, where a large amount of stores for the foreign troops had to be hastily landed at the end of the season.

Newchwang
Steam Ferry
Tug and
Lighter
Company
established.

The Boxer rising did not affect this port till towards the end of June. On the 13th of that month Boxer drilling was reported in the town. On the 15th missionary refugees from towns in the interior between Newchwang and Shan Hai Kuan and the Chinese railway foreign employes came in. They had received warnings from Tientsin. Their arrival created some little excitement among the natives. On June 23 a false alarm was raised about 11 P.M. that an attack upon the foreign quarter was imminent. Next day most of the ladies and children of the European community left the port. At this time the native authorities and merchants were still sanguine that no local outbreak would occur. But after the anti-foreign decrees of the latter days of June reached Moukden, the provincial Government allowed the Boxers a free hand. On June 30 the Protestant

Local
experiences of
Boxer rising.

Missions in Moukden were sacked. All foreigners in connection therewith had previously escaped to this port. On July 2 the French Mission in Moukden was destroyed, and the Bishop and his staff were murdered. This was followed by the gradual destruction of all mission stations in the province.

Still Newchwang remained quiet. The Chinese Governor (Taotai) behaved well and kept control. Up to July 26 we hoped that we would tide over the crisis. On that day the Russian troops made an attack upon the barracks of the Chinese garrison close to the town, and the Taotai, who had assured his people that so long as they observed the peace the foreigners would do the same, felt that he was losing his influence over the more turbulent spirits among the population. Meanwhile the news of events at Taku, Tientsin, and elsewhere, and of the outrages at Moukden and the attitude of the provincial authorities was spreading and the excitement increased.

On July 28 the Russian Consul, hearing a rumour that a Russian captive was held in the native city, wrote to the Taotai that he must be given up immediately, or if anything happened to him the city would be bombarded. The rumour was false, but the threat gave rise to great alarm. On August 3 the Russian Consul informed the Taotai that next day being a Russian festival a salute of 31 guns would be fired by the Russian gunboat lying in the river off the town. The Taotai protested that this would terrify the townspeople, and he feared that, under the impression that they were being attacked, the anti-foreign party might attempt some violence against the European quarter.

Attack on
foreign
quarter by
mob.
Russian
occupation
of town.

Next morning early the lawless element of the town evidently got the upper hand and advanced against the barricades guarding our end of the city. One barricade was efficiently defended by the volunteers of the foreign community. The Russian forces then took possession of the town, and a Russian Civil Administration was provisionally established. The foreign community remained under assurances from the Russian authorities of the enjoyment of their treaty privileges.

Subsequent
state of trade.

The disturbed state of the interior during the autumn rendered the transit of goods almost impossible and trade virtually ceased. Matters improved during the winter, and cart traffic, though not so brisk as usual, was fairly large.

Exchange.

In converting into sterling the silver values given in the customs returns, I have followed the rate circulated by His Majesty's Consul-General at Shanghai, of 3s. 1½d. to the Haikwan tael.

I am indebted to Mr. Bowra, Commissioner of the Imperial Maritime Customs, for early access to the returns.

Annex I.—RETURN of Principal Articles of Import at Newchwang during the Years 1899–1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
			£		£
FOREIGN IMPORTS.					
Opium—					
Malwa	Lbs.	128,101	106,435	17,933	17,772
Parna	"	4,960	3,762	1,920	2,012
Benares	"	160	119	8	8
Boiled ... ..	"	...	...	88	119
Cotton goods—					
Drills, American	Pieces	584,877	303,547	118,526	65,106
Italians, plain and figured	"	68,545	82,159	39,551	26,885
Lastings	"	28,628	15,387	14,809	9,194
Prints, plain	"	47,694	23,556	28,908	17,626
Sheetings, American	"	1,101,766	586,637	428,113	238,091
Shirtings—					
Gray and plain	"	119,839	51,504	62,548	31,065
White, plain	"	42,921	15,757	30,471	14,188
Irishes	"	17,985	12,140	13,072	10,144
Yarn, Indian	Cwts.	250,432	718,964	39,046	127,367
" Japanese	"	50,515	147,366	10,548	35,756
Woollen goods—					
Italian cloth, plain and figured	Pieces	9,906	10,297	5,593	5,720
Lastings, plain and figured	"	9,986	16,267	3,870	8,409
Sundries—					
Coal	Tons	8,781	9,634	36,994	45,217
Flour	Cwts.	39,932	15,723	91,867	36,002
Machinery	"	...	10,261	...	8,941
Matches, wood, European	Gross	57,187	11,656	48,050	7,222
" Japanese	"	323,006	9,953	368,080	13,219
Oil, kerosene, American	Gallons	2,232,080	50,355	668,130	32,148
" Russian	"	206,000	4,196	66,000	1,090
Railway plant and materials	"	...	502,773	...	145,841
Sugar, brown, white and candy	Cwts.	139,839	86,233	52,007	34,235
NATIVE IMPORTS.					
Cloth, native, and nankeens	Cwts.	19,467	110,374	9,981	59,196
Coal	Tons	21,427	17,240	9,161	7,963
Opium	Cwts.	898	28,762	187	10,796
Silk piece-goods	"	1,804	136,379	1,047	88,714
Sugar, brown, white and candy	"	188,294	118,567	108,666	84,735
Tobacco, prepared	"	19,813	61,122	5,496	18,633
Wheat	"	49,745	15,670	47,868	15,969

Annex II.—RETURN of Principal Articles of Export from Newchwang during the Years 1899–1900.

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Bean-cake	5,215,980	1,006,705	3,466,946	612,761
Beans	5,578,055	1,340,029	2,997,408	683,914
Bean-oil	190,387	150,089	267,160	200,021
Bristles	986	6,035	786	4,517
Hides, cow and buffalo .. ..	..	..	6,001	15,016
Medicines .. ..	..	17,191	..	17,862
Melon seeds	38,006	20,202	55,620	32,951
Silk, raw, mild.. ..	16,680	354,894	4,992	117,112
refuse	7,913	31,907	4,280	20,643

Annex III.—TABLE showing Total Value of all Articles
Exported from and Imported to Newchwang direct to and
from Foreign Countries during the Years 1899–1900.

Country.	Exports.		Imports.	
	1899.	1900.	1899.	1900.
	£	£	£	£
United Kingdom ..	22	521	29,530	491
Hong-Kong	88,293	66,135	298,712	150,714
British America ..	..	..	1,314	11,440
United States ..	..	..	140,565	55,014
Russian Manchuria ..	588	312	20,714	..
Russia by sea ..	..	..	17,785	..
Continent of Europe ..	..	..	11,479	..
Japan	1,213,769	526,108	258,600	192,428
Formosa .. ..	..	10,661	..	..
Corea	1,300	687	13,179	6,247
Java .. ..	..	2,494	..	..
Total	1,303,972	606,928	791,878	416,334

Annex IV.—RETURN of all Vessels, Foreign Owned or of Foreign
Type, which have Entered the Port of Newchwang during
the Year 1900.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American .. ..	..	..	1	1,216	1	1,216
Austro-Hungarian ..	..	..	1	989	1	989
British	5	2,495	127	121,386	132	123,881
Chinese .. ..	..	..	24	15,734	24	15,734
German .. ..	..	..	40	33,700	40	33,700
Japanese .. ..	..	..	160	130,826	160	130,826
Russian .. ..	..	..	6	1,932	6	1,932
Swedish and Nor- wegian .. ..	..	..	14	13,661	14	13,661
Total	5	2,495	378	319,444	378	321,939
„ 1899	22	12,748	560	490,461	582	503,209

NOTE.—The clearances for 1900 were exactly the same as the entries, excepting one British steamer of 15 tons.

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Report on the Trade of Chefoo for the Year 1900

By MR. CONSUL TRATMAN.

(Received at Foreign Office, June 10, 1901.)

The troublous times of 1900 have left their mark on the trade of Chefoo, but nothing like to the same extent as in the other two northern treaty ports. The starting point of the Boxer outbreak was, indeed, in the province of Shahtung, and with the ordinary run of Chinese official in command, there is little doubt that the various districts would have been the scenes of that bloodshed and anarchy that have prevailed elsewhere, and that trade would have suffered accordingly. It was fortunate, however, that the uprising found in charge a Governor who was wise enough to realise the madness of it, and who proceeded with an energy not often displayed in China to take every possible step to keep order within his jurisdiction, and to sweep away the fanatical hoiles whose watchword was the annihilation of the foreigner and all his works. Governor Yüan happily had under him some 10,000 troops, thoroughly well-armed and disciplined and devoted to their chief. With the ordinary type of native soldier he would probably have never attempted the task before him. With his own trained men he successfully completed what he set out to do. Some thousands of the Boxer revolutionists were slain and most of the remainder were driven from the province. Naturally this result was not obtained without considerable disturbance of the ordinary life of the inhabitants and of the ordinary conditions of trade. The Boxer cult included virulent hatred of everything foreign, even down to buttons and thread, and merchants were disinclined to send consignments of foreign goods into the interior until they were assured on which side of the fence the provincial authorities would descend, and whether they would be able to remain on the side they had chosen.

This will account in some measure for a decline in foreign imports in 1900 of some 270,000/., and native imports were adversely affected to a slight degree. Native exports, which on the basis of 1898-99 might have been expected under ordinary

circumstances to show a large advance, increased by 16,500*l.* only. The decline in the total trade of 1900 was a little over 262,000*l.*, and it is a matter for congratulation that the result was not more unfavourable. The customs revenue showed a sympathetic decrease of some 19,000*l.*

The following table gives the total trade of the last three years:—

				Value.		
				1898.	1899.	1900.
				£	£	£
Imports—						
Foreign	..	..	..	2,861,053	2,085,228	1,813,817
Native	..	..	..	691,003	925,983	918,513
Exports—						
Native	..	..	..	1,182,304	1,597,983	1,614,586
Total	..	..	..	4,241,360	4,609,194	4,346,916

In converting and comparing values the Haikwan tael has been reckoned at 3*s.* 1½*d.* for 1900 and other years.

British trade.

It is not possible to ascertain what proportion of the trade of the port is actually British, that is to say, what are the quantities and values of goods, being the produce or manufactures of the United Kingdom and her dependencies, that are landed at Chefoo and what are the quantities and values of Chinese goods and manufactures that are exported to the United Kingdom and her dependencies. There is no local association of British merchants or Chambers of Commerce which might assist in furnishing such data. The only figures bearing on the point given by the customs returns are as follows:—

				Value.
				£
Gross import of foreign goods from Great Britain	..	..	..	51,076
" " " Hong-Kong	..	..	..	222,587
Export and re-export of native goods to Hong-Kong	..	..	..	114,407
Re-export of foreign goods to Hong-Kong	..	..	..	6,611

And these items do not throw much useful light on the question.

Foreign
imports.
Opium.

The import of Indian opium—Malwa and Benares—which in 1899 suddenly increased to nearly three times the average amount of the previous 10 years, an increase attributed to the failure of the Shantung poppy crop, exhibits a reaction in 1900, though the amount of 124,650 lbs. is still more than double the average. A similarly high increase in the native drug—from Ssüch'uan chiefly—which rose from its average import of 8,400 lbs. to 114,700 lbs. in 1900, is somewhat unexpected. It

is to be remembered, however, that the figures dealt with represent goods passed through the foreign customs, and it is probable that much of the native opium which would in the ordinary way have entered Shantung by land from Ssüch'uan through the native customs was diverted, on account of the disturbed state of the Yellow River provinces, to the water route down the Yangtse and by sea to Chefoo. The net result is that the import of opium, foreign and native, has risen to some four-and-a-half times its average of the last 10 years, the total figures being 239,232 lbs.

The import of cotton goods declined almost without exception **Cottons.** in 1900. Shirtings dropped over 87,000 pieces; T-cloths, 41,000; drills, 27,000; sheetings, 33,000; and towels, 10,000 dozen. The Indian T-cloth is coming into favour again, whilst American jeans are gradually ousting their British rival. Indian and Japanese sheetings are also making their way. Yarn showed a decrease of 70,000 cwts., the import of the Japanese product being five times greater than that of the British and Indian article combined.

The import of woollens, never a very important item, fell to **Woollens.** insignificant proportions, and metals shared in the general **Metals.** depression.

The import of aerated waters to the value of some 2,000*l.*, **Sundries.** and of cigars and cigarettes to the value of nearly 10,000*l.* is a **Mineral** somewhat novel item. Large quantities of these luxuries found **waters.** their way to the north for the use of the foreign troops. The **Cigarettes.** ordinary native looks with a certain amount of awe on a bottle of explosive water and does not indulge. Cigarettes, however, are now to be found on every hawker's stall. They are largely made in Shanghai from American tobacco. The pictures of female beauty enclosed in each packet enjoy much favour, and I have seen them adorning the stand of a vendor of religious articles at the door of a native place of worship.

The import of foreign coal amounted to some 50,000 tons, of **Coal.** which 20,000 tons were Cardiff, declared for customs purposes at 6*3**s.* a ton, and 30,000 tons Japanese, declared at 20*s.* a ton. The native Kaiping coal, of which 30,000 tons were imported in 1899, dropped to 10,500 tons in 1900, declared at 15*s.* 7*d.* a ton. The mines were abandoned when the Boxer outbreak became acute, and they suffered damage from water and other agencies, but are now gradually being got into working order again.

The presence of the foreign troops in the north accounts in **Flour.** some measure for the import of American flour to the value of 68,000*l.*, though this article finds increasing favour with natives of the better class.

The gradual extinction of the trade in European matches in **Matches.** favour of those of Japanese manufacture is best shown by the following figures :—

Year.					Quantity.	
					European.	Japanese.
					Gross.	Gross.
1894	..	..	..	..	290,824	..
1895	..	..	..	..	259,925	132,341
1896	..	..	..	..	163,125	614,100
1897	..	..	..	..	106,420	719,414
1898	..	..	..	..	110,893	1,855,886
1899	..	..	..	..	55,766	1,272,050
1900	..	..	..	..	9,791	1,322,244

The Japanese article is of convenient size, well made, and—most important—cheap.

Kerosene. Russian kerosene, which figures first in 1895 at a third of the import of the American article, is by way of succumbing to its rival, the returns for 1900 being 4,627,852 gallons American, against 216,490 gallons Russian.

Soap. It is pleasing to note a steady increase in the import of soap, valued for 1900 at 4,800*l*.

Machinery Machinery to the value of 1,337*l*. came in. The prospects in this direction are small enough at present. There are a few silk filanda where steam is used, and there is one flour mill worked by machinery.

Native imports. Cottons. Of cotton goods manufactured by native steam factories, an import of 5,250 pieces drills and 1,100 pieces sheetings is to be noted, whilst yarn ran up to its highest figure since the enterprise was inaugurated—21,200 cwts.

Joss paper. An import of 33,225*l*. worth of joss paper makes one wonder what the sum total spent by the nation on sacrificial observances amounts to.

Sugar. The following figures show how large a part sugar plays in the domestic economy of the Chinese. The imports for 1900 were :—

					Value.	
					Foreign.	Native.
					£	£
Sugar—						
Brown..	..	..	..	..	47,373	43,665
White ..	..	..	..	..	40,382	15,732
Preserved	..	..	..	..	12,437	..
Candy ..	..	..	..	..	8,299	6,700
Total	..	..	..	..	108,496	71,097

A total value of 179,593*l*.

Native exports. Beancake. Silk, straw-braid, beancake, and vermicelli continue to be the staple exports. The beancake, of which nearly 70,000 tons, valued

at over 252,000*l.*, were exported in 1900, goes chiefly to Swatow and other southern districts to be used as manure for the sugar plantations.

The drain of cattle from the provinces, which was noted first Cattle. last year, still keeps up. Against 5,150 head in 1899, there were 9,746 head exported in 1900, valued at something under 5*l.* a head. The bulk went as before to Port Arthur and Vladivostok. Rinderpest was very prevalent in the summer, and the natives, knowing little and caring nothing about isolation and preventive measures, sustained serious losses. It remains to be seen what effect this continued withdrawal from the province of beasts so largely used in agriculture will ultimately have on the prospects of the farmers.

Over 5,000,000 eggs left the port, chiefly for Russian Eggs. possessions.

The following report on the silk trade for 1900 has been Silk kindly supplied to me by a local firm :—

This trade, in common with all other industries in North China, suffered seriously from the unsettled state of the province, and there were no "seasons" practically all through the year. The Chingchow-fu district was closed to foreigners and almost to all buyers, owing to the insecure state of the roads, before the spring market had fairly opened. The Tussah trade, however, was fairly supplied all through from the Yalu River districts through the port of Tatungkou, the neighbourhood of which was not so affected by the disturbances. The production of yellow silk was estimated at about 2,200 boxes in the year under review, as compared with 3,300 boxes in 1899, a falling-off of about 33 per cent., which was attributed to the inferiority of the silkworm of this season. The supplies from Manchuria were not forthcoming this year. Coarse spinnings were more in evidence, meeting with greater demand, and consequently commanding higher prices than they have done in other years. In brown tussah or wild silk the falling-off was more marked, there being only about 3,000 boxes, as against nearly double that quantity in 1899. The imports of native spun tussah from Newchwang were only about one-quarter (500 boxes) of the bulk of that of the previous year, but the importation of tussah cocoons from Tatungkou exceeded that of 1899 by about 25 per cent., namely, 15,000 baskets as compared with 12,500 baskets. At the opening of the year there were 10 filatures, native-owned, in operation, but of these, two were closed during the year, both with heavy deficits. One new filature on a large scale, under British auspices, has been constructed and will shortly be in running order. On the whole the year was looked upon as unsatisfactory to the native merchant, prices generally ruling against him.

I have been courteously furnished by a British firm with the Strawbraid. following report on straw-braid :—

The extremely low prices prevailing in home markets, and consequently offering here for almost all classes of China plait, had a tendency to retard production during the first few months

of the year, after which the influence of the impending Boxer troubles began to be felt, and for a time seriously checked the flow of supplies. The Chinese appeared to be demoralised and indifferent to the requirements of foreign buyers, and this feeling was intensified by the old-time theory that foreigners cannot do without China plait, and that therefore they would have to accept whatever was put before them. Subsequently, on the outbreak of hostilities, the Governor of Shantung sought to impose a tax on all produce in order to provide funds for military purposes. This for a time caused considerable uneasiness amongst the native merchants, whose opposition to the import was very keen, until they found that by passing their produce through German territory, and availing themselves of Tsingtao as a port of shipment, they could evade the squeeze, which was finally abandoned, although some produce in transit had been seized in order to enforce it. No new features of any particular interest have been introduced into the industry, and production has continued on the old lines of four and seven end, with a few fancy patterns in whole straw, and similar makes in split straws, in which have been added a small quantity of wide patterns composed of 15 to 30 straws. Towards the end of the year supplies from Tientsin districts found their way overland to Chefoo, as they used to do in former years, before the general adoption of the transit pass system on the waterways to Tientsin. This course seems likely to continue as long as troubles last in the neighbourhood of Tientsin. The following table gives the export from Chefoo for the last 10 years:—

Year.	Quantity.		
	Chinese.	Foreign.	Total.
	Bales.	Bales.	Bales.
1891	13,591	16,138	29,729
1892	19,758	17,950	37,708
1893	21,303	20,863	42,166
1894	25,373	23,380	48,703
1895	24,407	13,434	37,841
1896	24,696	7,557	32,253
1897	24,375	9,834	34,209
1898	24,954	7,221	32,175
1899	17,403	7,529	24,932
1900	18,059	8,583	26,642

Lace.

A small but promising industry has been started by "the Chefoo Industrial Mission," under the management of Mr. James McMullan, in the way of the manufacture by hand of silk and linen lace. Some 40 native girls are employed in the schools, and a large number of women are also engaged in the work in their own homes, principally in the district south-west of Chefoo. The lace is made from carefully selected silk or pure

linen thread imported from the United Kingdom, and some exceedingly good designs are turned out. Samples have been sent to the United Kingdom, France, America, and Australia, and have been very favourably reported on. The lace is cheap and beautifully made, and will command a large sale when its merits are more widely known.

Brushmaking is another branch of manufacture taken up by the Industrial Mission. The bristles are purchased in a rough state and sorted, and the wood, glue, and all materials used are local products. Shoe, stove, scrubbing, horse, clothes, and hair brushes are made. The good work and low price should obtain an extensive market for these articles.

There is no transit pass trade.

The total tonnage entering the port in 1900 was 1,072,820 tons, as against 1,362,512 tons in 1899. In the number of ships Japan headed the list with 473, but many of these were small craft of strange and ancient build, attracted thither by the chance of making something out of the needs created by the troubles in the north. The United Kingdom came next with 458 ships, but their tonnage approached double the amount of the more numerous Japanese vessels. Then followed Germany with 205, who is pushing her trade vigorously. After Russia with 143 entries came China with the low total of 115. On the outbreak of hostilities with the foreign Powers, all Chinese steamers were transferred for safety to other flags. Of the total foreign and coasting trade the United Kingdom took 53·82 per cent., the next on the list being Japan with 14·07 per cent., and of the total dues and duties paid to the Customs the United Kingdom contributed 47·76 per cent.

The traffic under the "Inland Waters Regulations" increased considerably in 1900, the bulk of the trade being under the Japanese flag. The entries were as follows:—

Nationality.	Number of Vessels.	Tons.
Japanese	89	20,671
British	14	5,432
Russian	2	514
Chinese	2	70
Total	107	26,687
" 1899	17	5,372

The trade was all to and from three small ports on the coast west of Chefoo, the exports from Chefoo consisting chiefly of cotton goods, cotton yarn, and kerosene, with treasure in sycee and dollars to the value of about 72,000*l*. The imports into Chefoo were mostly beans and silk cocoons, also treasure to the value of some 21,000*l*.

There is a considerable movement of native coolies to and from between Chefoo and Port Arthur, Newchwang, and Vladivostok. They are used by the Russians on railway and other work, and are

employed chiefly during the temperate seasons, returning to Shantung in the winter. There was a traffic each way in 1900 of some 90,000 coolies.

General.
Railways.

The railway and mining enterprises in Shantung were effectually interrupted by the Boxer rebellion. Damage was done to the German line from Tsingtao, but the matter has now been settled and the required compensation paid. Trains are running from Nü Ku Kou to Kiaochow and the continuation to Kaomi, near the present limit of the German zone, is expected to be ready shortly. The next step will be to Wei Hsien, where German miners have resumed their work, and the intention is finally to carry on the line to 'Chin-fu, the capital of the province, with a branch to the Poshan coalfields. The effect on the future prospects of 'Chefoo likely to be caused by the advance of Tsingtao as a trading port, and by the railway facilities which it will probably offer in the near future are worthy of consideration. A far-seeing correspondent, writing in the leading Shanghai newspaper nearly eight years ago, before the acquisition of Tsingtao was thought of, argued in favour of the expediency of opening a new port in Shantung more conveniently situated for purposes of trade than 'Chefoo, and he fixed on Tsingtao as the best place. His statements are deserving of careful notice, and I am tempted to quote them. He says:—The new Chinese fort and naval station at Tsingtao, on the east side of Kiaochow Bay in Shantung, seem to point to that place as a practicable harbour for future commerce. For a year or more I have been studying that bay from a landsman's standpoint, and am convinced that if good anchorage can be found, we have in that locality the key to the future development of Shantung resources. That portion of the province lying east of the Yellow River and Grand Canal has but one inlet and outlet for commerce, namely, 'Chefoo. But 'Chefoo as a port not only lies at a greater distance from Shanghai than the geography of Shantung would warrant, but also lies with reference to the great interior in the most inconvenient position imaginable.

The following table of comparative distances will aid in showing the great superiority of a port on Kiachow Bay over any other location. The cities selected are the principal marts for foreign goods now dependent upon 'Chefoo as a port of entrance:—

City.	Distance from—	
	Chefoo.	Tsingtao.
	Li.	Li.
Weihaiien.. .. .	620	350
Ichow	1,100	560
Chinan	1,100	800
Chouteun.. .. .	960	600
Pingtu	480	190
Chingchow	740	450
Total	4,940	2,950

This shows a saving in favour of Tsingtao of 2,000 li (say 700 miles) in the delivery of goods at these six distributing centres, and any one conversant with the rude and expensive means of overland transportation in Shantung, need not be told that this saving in distance represents a proportionate decrease in the selling price of goods, and hence a marked increase in the demand for these imports. Besides this difference in distances there is also an important difference in the routes traversed. The "great road" from Chefoo to Chinanfu passes through Weihsien City. The 207 miles between Chefoo and Weihsien follow the trend of the northern coast of Shantung, and hence cross all streams near their mouths, where the greatest possible interruption occurs during the rainy season. The road from Tsingtao to Weihsien crosses but three streams of any consequence, and two of these could be avoided if a port could be established on the west side of the bay, say somewhere near Kiaochow City. The remaining stream is crossed at a point 70 miles from its mouth, where it is not subject to long continued floods and seldom interrupts traffic. Then again Tsingtao is but 20 hours from Shanghai, whilst Chefoo is a full 48 hours distant, with the dangerous promontory intervening which is a constant menace to commerce. Now a word as to the advantages to China. An outlet for Shantung products is more important to the Chinese than an inlet for imports. What exports has Shantung that do not find ample outlet by the existing treaty ports? Many. The straw-braid trade is one that can be indefinitely developed to the great advantage of China. This trade is already followed by many villages as far south as Ichowfu, but the long distance to Shaho, the present market, and the lack of a more convenient market prevent the industry from developing as it should. Again, the centre of the bean-cake trade is at Ichowfu, whence immense quantities of this product are now wheeled by barrow to the north sea coast at ruinous prices to the purchaser and starvation wages to the poor barrowmen. A much shorter haul to Kiaochow would be to the profit of all concerned. Again, there is the great interior pongee silk trade which is being crushed out by competition simply for lack of better facilities for export. As to natural resources, the wealth of Shantung in minerals is an open secret. Gold, silver, lead, and iron exist in paying quantities within two days' journey of Kiaochow. Bituminous coal measures underlie the low hills 70 miles to the north-west. Chimai, adjacent to Kiaochow on the east, abounds in marketable products, both mineral and vegetable. All these resources, in exchange for foreign goods, would not only make the new port a success, but would tend to build up the shattered fortunes of multitudes of Chinese.

Tsingtao is now a German port, and it remains to be seen to what extent Chefoo will suffer.

A German industrial syndicate holds from the Chinese Government a mining concession covering an area described by a radius of 80 miles with Chefoo as the centre. They contemplate making a prospecting survey shortly, and expect to find gold amongst other minerals.

Residents.

The number of foreigners within the Chefoo jurisdiction is returned as nearly 600. The Chefoo schools of the China Inland Mission account for some 200 of these, and there are about 200 in the missionary body. Chefoo is a favourite resort for visitors in the summer, but there is a want of house accommodation and much need of a new hotel run on modern lines.

My thanks are due to the Commissioner of Customs for granting me access to the returns of his office.

Annex I.—RETURN of Principal Articles of Import into Chefoo during the Years 1899–1900.

Articles.			1900.		1899.	
			Quantity.	Value.	Quantity.	Value.
				£		£
Foreign imports—						
Opium, Indian ...	Cwts.	...	1,113	105,390	1,684	139,347
Cottons—						
Shirtings—						
Grey, plain ...	Pieces	...	190,065	82,600	271,257	89,163
White, plain ...	"	...	80,040	37,268	78,765	28,811
Dyed, plain ...	"	...	9,649	5,092	15,194	6,932
" figured ...	"	...	6,904	3,868	8,696	4,331
T-cloths ...	"	...	79,097	25,781	108,290	30,289
Indian ...	"	...	5,205	1,454	775	203
Japanese ...	"	...	41,923	13,013	58,175	16,284
Drills—						
English ...	"	...	9,545	4,889	8,785	4,158
American ...	"	...	102,769	57,433	130,494	68,462
Jeans—						
English ...	"	...	1,840	942	2,020	905
American ...	"	...	10,095	4,700	9,210	3,955
Sheetings—						
English ...	"	...	12,231	6,644	12,888	6,572
Indian ...	"	...	4,491	2,302	3,347	1,578
American ...	"	...	401,169	211,695	438,771	226,206
Japanese ...	"	...	7,301	3,513	3,040	1,444
Chintzes ...	"	...	39,944	14,879	48,213	14,740
Turkey-red ...	"	...	21,614	9,582	22,331	8,308
Lastings ...	"	...	33,071	21,558	37,908	22,679
Italians ...	"	...	44,966	27,910	53,916	28,468
Towels ...	Dozen	...	62,947	2,635	63,251	2,873
" Japanese ...	"	...	4,936	541	4,963	399
Yarn—						
English ...	Cwts.	...	1,325	3,628	1,211	3,306
Indian ...	"	...	17,063	45,579	21,014	57,143
Japanese ...	"	...	90,727	254,397	166,072	437,311
Woolens—						
Lastings ...	Pieces	...	1,440	2,145	3,281	4,588
Italian cloth ...	"	...	1,698	1,921	5,938	6,139
Metals—						
Iron—						
Nail rod ...	Cwts.	...	11,143	5,230	25,760	9,225
Bar ...	"	...	3,465	1,581	6,000	2,043
Old ...	"	...	103,306	23,577	157,840	31,286
Sundries—						
Aerated waters ...	"	...	...	1,905	...	1,122
Candles ...	Cwts.	...	1,025	2,673	847	2,162
Cigars and cigarettes ...	"	...	...	9,821	...	3,287
Coal—						
Cardiff ...	Tons	...	19,563	61,941	29,850	32,460
Japan ...	"	...	30,168	30,435	...	18,900
Dyes, aniline ...	"	...	...	17,176	...	62,095
Flour, American ...	"	...	...	68,103	...	66,890
Ginseng, Korean ...	Cwts.	...	200	50,503	258	7,863
Matches ...	Gross	...	9,791	1,887	55,766	36,341
" Japanese ...	"	...	1,328,244	44,388	1,272,050	9,112
Needles ...	Mille	...	339,330	10,206	308,540	...
Kerosene—						
American ...	Gallons	...	4,627,882	141,048	3,342,390	71,862
Russian ...	"	...	216,490	5,494	401,150	8,225
Seaweed ...	Cwts.	...	53,728	15,082	69,044	16,562
Soap ...	"	...	...	4,806	...	4,135
Sugar—						
Brown ...	"	...	88,633	47,378	133,876	66,767
White ...	"	...	54,340	40,382	70,145	48,833
Refined ...	"	...	14,464	12,437	26,425	20,502
Candy ...	"	...	9,361	8,299	8,093	6,850
Native imports—						
Cotton—						
Drills ...	Pieces	...	5,250	2,200	...	467
Sheetings ...	"	...	1,100	597	940	18,375
Yarn ...	Cwts.	...	21,201	56,388	7,290	12,432
Cloth ...	"	...	2,871	14,974	2,480	22,854
Coal, Kalping ...	Tons	...	10,572	8,204	10,123	17,882
Cotton, raw ...	Cwts.	...	21,444	42,490	...	8,090
Opium, native ...	"	...	1,024	46,935	187	56,967
Paper ...	"	...	58,252	56,915	62,061	6,151
" joss ...	"	...	10,671	33,226	...	285,116
Rice ...	"	...	635,467	285,116	743,456	313,630

RETURN of Principal Articles of Import into Chefoo during the
Years 1900-1899—continued.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Native imports—continued—					
Silk—					
Wild	Cwts.	876	26,420	1,278	36,172
Piece-goods	"	275	21,896	503	23,642
Sugar—					
Brown	"	91,041	48,665	100,607	41,709
White	"	21,169	16,732	46,201	36,234
Candy	"	7,658	6,700	7,591	6,010
Wheat	"	138,768	36,365	147,541	41,571
Other imports	"	...	492,252	...	500,236
Total ... ..		...	2,732,330	...	2,910,163

Table II.—RETURN of Principal Articles of Export from Chefoo
during the Years 1900-1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Beancake	Cwts.	1,362,693	252,376	1,255,496	236,988
Beans, various	"	82,955	25,361	47,908	15,537
Cattle	Head	9,746	45,680	6,150	24,078
Eggs, fresh	Pieces	5,154,139	6,440	6,927,344	7,143
Fish, dried and salt	Cwts.	62,263	24,600	66,832	30,463
Ground-nuts	"	129,181	37,044	81,054	21,306
Ground-nut oil	"	16,292	19,116	39,532	40,117
Silk—					
Raw, white	"	323	12,324	370	13,154
" yellow	"	4,031	169,748	10,311	382,637
" wild	"	10,468	348,834	7,851	220,095
Refuse	"	10,622	31,853	14,143	33,612
Piece-goods	"	133	7,165	93	6,834
Pongees	"	3,098	124,663	3,495	68,760
Strawbraid—					
White	"	33,614	197,211	32,289	166,080
Mottled	"	5,318	36,839	4,101	23,491
dyed and coloured	"	3,728	24,305	...	...
Vermicelli	"	180,775	160,266	174,400	160,096
Other exports	"	...	192,169	...	144,568
Total ... ..		...	1,614,566	...	1,544,359

Table III.—RETURN of all Shipping at the Port of Chefoo during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	1,895	456	439,411	458	441,306
Chinese .. ..	..	..	115	95,236	115	95,236
Japanese .. ..	..	..	473	253,888	473	253,888
German	2	3,287	203	151,468	205	154,755
Russian .. ..	..	..	143	62,746	143	62,746
Swedish and Norwegian .. ..	..	..	28	26,407	28	26,407
American	2	2,746	22	20,501	24	23,247
Other nationalities ..	..	..	18	10,235	18	10,235
Total	6	7,928	1,458	1,064,892	1,464	1,072,820
„ 1899	15	11,048	1,631	1,351,464	1,646	1,362,512

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	1,895	456	439,343	458	441,238
Chinese .. ..	..	..	117	96,303	117	96,303
Japanese .. ..	..	..	471	257,067	471	257,067
German	2	3,287	203	151,468	205	154,755
Russian .. ..	..	..	144	62,758	144	62,758
Swedish and Norwegian .. ..	..	..	28	26,407	28	26,407
American	2	2,746	22	20,501	24	23,247
Other nationalities ..	..	..	18	10,235	18	10,235
Total	6	7,928	1,459	1,064,082	1,465	1,072,010
„ 1899	15	11,048	1,630	1,352,648	1,645	1,363,696

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF WENCHOW.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1693.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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Report on the Trade of Wenchow for the Year 1900

By MR. CONSUL WILKINSON.

(Received at Foreign Office, June 17, 1901.)

TABLE showing Total Value of the Trade of Wenchow during the Years 1900-1896.

Year.	Value.				
	1900.	1899.	1898.	1897.	1896.
	£	£	£	£	£
Imports—					
Foreign	120,102	127,447	108,119	108,306	104,986
Native	53,859	42,725	36,986	29,635	22,261
Exports	45,484	73,505	63,573	50,340	53,290
Total	218,945	243,677	208,678	188,281	180,537

NOTE.—The rate of exchange was for 1896, 3s. 4d.; 1897, 3s.; 1898, 2s. 10d.; and in 1899 and 1900, 3s.

A comparison with the recently published returns of the ^{Total trade.} Chinese Imperial Maritime Customs for 1900 will show that commerce at Wenchow fluctuated in harmony with Chinese trade as a whole. The year 1899 was here, as elsewhere, the record year; 1900 came next, but only by a small advance on 1898. Up to 1899 progress was constant.

It will be observed that the advance which made 1899 the record year was mainly due to foreign imports. As regards native imports the honours fall to 1900. In the matter of exports, however, 1899 still holds the palm, the figures for 1900 being the lowest entered since 1894.

There was, in short, a healthy natural increase in the trade of the port from 1894 up to the close of 1899. This increase, indeed, continued well into 1900, and but for the suicidal policy of the central Government in encouraging or inciting anti-foreign demonstrations last summer, would have gone far to enable that year to rival 1899.

At the same time local causes were at work in 1900 to affect our returns quite independently of the outbreak against foreigners. Floods gravely impaired the earlier rice harvest, necessitating an import of 36,450 taels worth of rice, where none had been needed in 1899. The tea crop was damaged by the same excessive rains, accounting largely for the fall in the tea export, from 268,307 taels in 1899 to 138,896 taels in 1900, a fall in itself nearly sufficient to explain the difference in the total exports for those two years.

To deal in detail with the varying fortunes of each, even of the principal articles of import and export, during the five years under review would take up too great space. The figures for those years are given in the accompanying tables (Nos. 2 and 3), and for further particulars reference should be had to the publications of the Chinese Imperial Maritime Customs during 1897-99. In the present report attention will be paid more especially to the trade of 1900, the customs returns for which have not yet appeared.

Imports.
Hindrances
and
impediments.

Wenchow imports, whether foreign or native, are as a rule of an inferior class. This is due to the poverty of the inhabitants, and that to the imperfect development of natural resources and to artificial checks. The condition of affairs remains, in short, much as I reported it to be in 1892. The China Merchants' Steam Navigation Company still holds a practical monopoly of steam transport between Wenchow and Shanghai, and is able to keep up its high rates for freight and passage. Wenchow is still unconnected by telegraph with the outside world, and in the present depleted condition of both the local and the provincial treasury, is likely to remain so for some time to come. No effort is made to exploit in any scientific way the iron deposits of the interior. Capitalists, native no less than foreign, shun the port, and Ch'uchou, the sister city on this river, prefers to draw the bulk of her supplies of foreign goods from Lanch'i, on the Ch'ient'ang, four days over the mountains, rather than buy them here, because the Wenchow dealers cannot afford to give credit. Finally, as Appendix V will show, the likin here is very heavy.

Junk trade.

At the same time there is a disturbing element which makes it far from easy to estimate the actual value of the Wenchow trade. Junks in increasing number run to the port from Shanghai and Ningpo, from Foochow and Amoy, and across from Formosa. They export paper, tobacco, and poles, and bring back sugar, seaweed, and Chinese cotton yarn, but neither exports nor imports are taken cognisance of by the Imperial Maritime Customs, or enter, consequently, in the returns appended to the present report.

Imports
of 1900.
Cottons.

When examined in detail, and when due allowances are made for the adverse circumstances of last year, the import trade of 1900 was not unsatisfactory. The demand for cottons, though below that of 1899 and 1897, was equal to that of 1896, and above that of 1898. It may be mentioned that the place of T-cloth is said to be now largely taken by a cheaper and poorer Indian cloth, 40 yards to the piece and 40 inches in width. This is used chiefly to line tea bags.

Indian yarn has steadily fallen since 1896. How great the Yarn. change has been a comparison of 1895 and 1900 will show—

	Quantity.	
	1895.	1900.
	Piculs.	Piculs.
Indian	1,095	480
Japanese	132	519
Chinese	6	3,549

These are the figures for the steamer-borne yarn alone, if those of the junk trade were available, the displacement of Indian by Chinese yarn would be still more marked.

Woollens have been fairly steady for the last six years, but Woollens. the import is only half that of the palmy days of 1891-93. The reason seems to be the increasing import of raw cotton from Hankow and Ningpo, and its use as wadding. Woollens are a luxury, and will not be bought until either their price in silver falls again or the opening up of the country sufficiently enriches the natives.

In the matter of metals there is little that is noteworthy. Metals. Copper from Japan predominates, and is largely used in the local industry of wire-drawing for fishing nets. A minor product of Wenchow is pewter-ware, and for this spelter is imported under special permit from Shanghai, while zinc comes from Europe in sheets.

The record year for aniline dyes was 1899, but 1900 was not a Miscel-
bad second. Fans, chiefly Cantonese or Straits palm fans, but laneous. including also cheap Japanese paper fans, were at their best in 1896. The ginseng import was good in 1900, the poorer kind coming from Japan, the dearer, via Japan, from Corea.

Japanese matches are giving way before their Shanghai rivals, having fallen from 59,850 gross in 1891 to 14,000 gross in 1900, while Shanghai have risen to 50,600 gross in 1900 from 7,000 gross in 1897.

In kerosene oil, the inroad of Sumatran and Russian upon Kerosene. American is very noticeable. The American record year was 1893 (385,500 gallons), the Sumatran was 1898 (241,500 gallons). while Russia now, in 1900, heads the list with 581,700 gallons, American having fallen to 97,900 gallons. American is admitted to be superior to Russian, but it is a whole 5 c. dearer per case (2 dol. 85 c. as against 2 dol. 80 c.), and that tells against it with this impecunious folk. The kerosene tins, by-the-by, for the most part go back to Shanghai filled with wood oil and native tar, to again journey to Wenchow with kerosene.

Foreign sugar reached its height in 1900, both in brown and Sugar. white, the chief increase being in the latter. Native sugar was equal to that of 1899, and not far below the record, 1898.

- Opium.** Opium, as recorded at the Maritime Customs, showed only half the import of 1899. This is to be largely accounted for by the circumstance that the regular steamer being transferred to the American flag was precluded from carrying it.
- Native imports.** The advance in the total of native imports was largely due to the 13,500 piculs of rice and the 4,281 piculs of wheat, necessitated, as we have seen, by the failure of the earlier home crops. At the same time the improvement in native imports as a whole has for years been steady. Cotton yarn in 1900 nearly maintained its figure, while for matches that year was a record.
- Exports.** The first half of the year was favourable enough for exports, but at the finish it was found that 1900 was the worst on the list since 1894. The best is 1899, then 1895, then 1898.
- Tea.** Tea formed some 45 per cent. of the export of 1900, and the falling-off shown is due not so much to failure in the crops (though these were affected by the floods) as to the lack of capital and reduced number of dealers, and to an increase in the likin. A great deal, however, left by junk for Hong-Kong and South China, and it appears that the area of cultivation continues, even if slowly, to increase.
- Oranges.** The crop of oranges was a good one, but the chief market for the fruit is in Tientsin and Peking for transmission to Mongolia; and when the season arrived those cities were in foreign hands and native trade at a standstill. Consequently 1900 proved the worst year of the decade. Stocks were either held over or were sold at poor rates in Ch'uchou.
- Tobacco.** Tobacco leaf reached a lower ebb than had been the case since 1893; it was less than half 1899, and less than one-sixth of the record year 1898. The reason is to be found partly in the fact that Japan has put on a heavy duty (27 dol., I believe, per picul, or at present rates, some 90 per cent. ad valorem) in order to encourage the Formosan plantations, and partly because Wenchow tobacco is only in demand at Hong-Kong when there has been a failure in Manilan.
- Kittysols.** Kittysols and kittysol frames have been fairly level for the last five years. The finished umbrella sells at Newchwang and in Mongolia, the frame goes mainly to Shanghai and Loochow to be fitted with better covers.
- Poles.** There was a great falling-off in poles, but this may be more apparent than real, as large quantities now leave by junk. The sight is sufficiently quaint, for the poles strapped to either side of the vessel often treble its width, and completely conceal its lines except at bow and stern.
- Transit trade.** The transit trade for the first time reached in taels six figures, being 105,892 taels. The articles covered were in order, kerosene, oil, Chinese cotton yarn, cotton goods, metals, sugar, and seaweed; the principal destinations were Lung-ch'ian and Ch'uchou on this river, and P'ingyang and Jui-an in the south country. No outward passes were issued.
- Treasure.** The export of treasure was a record (1,010,590 dol.). Nearly the whole of this goes to Shanghai largely, it is said, because the

banks there are more trustworthy, and the place is under strong foreign protection, but also because the dollars have been chopped out of all semblance and need recoinage. The flow of silver through the tea districts above Foochow, and thence via Wenchow back to Shanghai, remains in much the same channels as when Mr. Hosie traced its course in 1888-89.

The regular steamer, the China Merchants' ss. "Poochi," flew the Chinese flag till the troubles of July, when she changed it for the American. The same was the case with her relief the "Fengshun." Another vessel of the same company, the "Paoting," entered once under the British flag. A small launch of some 50 tons, the "Yungtai," traded under the Chinese flag, and with an inland waters certificate for the last four months of the year to unopened ports north and south of this river. Seven Chinese lorchas arrived from Shanghai with matches and kerosene. Freight by lorcha, it may be observed, is 25 per cent. less than by steamer, but insurance is 12 times as great, and there are no facilities such as the China merchants' godown offer for the storage of goods.

The only improvements in this torpid place during the last five years are the erection of a new custom-house, and the opening first at Wenchow, and finally (on June 1, 1900) at Ch'uchou, of branches of the Imperial Chinese Post Office.

In conclusion, I must express my indebtedness to Mr. A. Lay, Commissioner of Customs here, for kindly placing at my disposal his returns for 1900, and the notes he had made towards the completion of his own trade report.

Annex 1.—RETURN of Shipping at the Port of Wenchow during the Years 1896–1900.

STEAMERS.

Year.	Nationality.	Entered.		Cleared.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.
1896	British	7	1,859	7	1,859
	Chinese	33	21,451	33	21,451
	Other countries ..	1	675	1	675
	Total ..	41	23,485	41	23,485
1897	Chinese	34	23,010	33	22,147
1898	Chinese	35	23,708	36	24,571
1899	Chinese	38	23,483	38	23,483
1900	British	3	2,825	3	2,525
	Chinese	17	13,499	17	13,499
	Other countries ..	17	10,727	17	10,727
	Total ..	37	27,051	37	27,051

SAILING VESSELS.

Year.	Nationality.	Entered.		Cleared.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.
1896	Chinese	5	795	5	795
1897	Chinese	8	1,233	7	1,139
1898	Chinese	8	1,175	9	1,319
1899	Chinese	6	956	5	745
1900	Chinese	7	1,294	8	1,505

Annex 2.—PRINCIPAL Imports into Wenchow during the Years 1900–1896.

Articles.	1900.		1899.		1898.		1897.		1896.	
	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
FOREIGN.										
Opium: Patna ..	84	7,298	176	12,875	150	9,579	129	8,248	117	8,574
" Malwa and Benares ..	3	276	14	1,144	3	196	..	..	6	493
Cottons: shirtings ..	50,469	25,606	55,031	26,490	45,000	22,045	53,415	27,790	49,937	26,206
" T-cloths ..	16,545	4,060	19,260	5,754	17,025	5,586	25,839	9,509	25,700	9,852
Yarn, English ..	..	..	11	27	7	20	..	..	..	..
" Indian ..	571	1,480	646	1,602	896	2,312	1,507	4,221	2,279	7,017
" Japanese ..	618	1,638	843	2,160	499	1,204	482	1,426	77	1,240
Miscellaneous ..	..	9,782	..	8,640	..	7,344	..	7,798	..	6,646
Woolens ..	..	5,159	..	5,791	..	4,361	..	6,345	..	6,160
Iron ..	15,706	8,011	14,674	5,420	16,173	5,415	14,086	4,620	14,080	4,635
Oil, kerosene ..	764,600	21,497	681,000	15,869	698,000	11,453	487,000	9,903	381,050	8,690
Sugar ..	13,029	9,182	9,645	7,559	10,622	7,763	5,677	4,305	3,168	2,337
NATIVE.										
Cotton yarn..	4,226	10,115	4,592	11,096	8,326	7,998	849	2,504	817	978
Fungus ..	831	2,865	1,113	3,868	896	3,119	962	4,320	740	3,780
Lily flowers..	1,132	1,433	2,502	3,989	2,300	3,179	2,017	2,389	2,439	2,315
Matches ..	50,600	1,811	45,000	1,500	20,000	623	7,000	210	7,000	243
Silk goods ..	40	3,184	45	3,194	19	1,299	14	1,061	17	1,181
Tobacco ..	577	1,638	626	2,067	585	2,274	598	2,043	491	1,811

NOTE.—The rate of exchange was, for 1896, 3s. 4d.; 1897, 3s.; 1898, 2s. 10d.; and for 1899 and 1900, 3s.

WENCHOW.

WENCHOW.

Annex 3.—PRINCIPAL Exports from Wenchow during the Years 1900-1896.

Rate of Exchange.		1900.		1899.		1898.		1897.		1896.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Medicines ..	Owts. ..	5,525	1,950	7,723	2,306	6,925	1,563	7,051	1,700	6,866	1,907
Oranges, fresh ..	" ..	12,844	1,566	22,417	2,744	21,774	3,135	25,417	3,190	26,149	3,532
Tee, black ..	" ..	2,218	5,590	2,735	7,561	2,015	4,417	2,989	7,138	3,876	12,809
green ..	" ..	6,812	11,934	8,931	26,332	8,027	17,463	5,595	12,247	3,711	8,720
" unfired ..	" ..	3,752	3,309	5,340	5,384	5,490	5,227	7,260	6,341	3,635	4,487
Timber ..	Sq. feet ..	2,030,689	3,935	1,869,206	3,468	2,389,494	4,062	2,072,839	3,537	1,519,546	2,536
Umbrellas ..	Pieces ..	315,075	4,725	299,310	4,041	333,425	4,251	316,850	4,175	331,170	4,416
Wood poles ..	" ..	2,141	248	57,890	4,843	41,953	3,122	14,118	887	14,346	645

NOTE.—The rate of exchange was for 1896, 3s. 4d.; 1897, 3s.; 1898, 2s. 10d.; and in 1899 and 1900, 3s.

Annex 4.—VALUE of British Trade at Wenchow in 1900.

As there is no obligation on the part of shippers to declare **Imports** origin, it is in the great majority of cases impossible to state definitely whether a given article is in whole or in part the produce of the British Empire. In the customs returns of 1900 the following goods are definitely marked :—

(a.) As British : British drills ; British sheetings ; Indian drills ; **British**. Indian yarn ; Patna, Malwa, and Benares opium.

(b.) As non-British : Dutch drills ; American drills, sheetings, **Non-British**. ginseng, and kerosene ; Russian kerosene ; Japanese sheetings, cotton crimps, towels, flannel, cotton cloth, yarn, cotton mixtures, copper, ginseng, matches, and seaweed ; Corean ginseng ; Sumatran oil.

The value of (a) for 1900 was 63,490 taels ; and (b) 246,810 taels.

But while only comparatively little remains to be added to (b), a very large quantity, relatively speaking, must be credited to (a).

Under (b) we must place for certain awabi and the mass of cigarettes, clocks, aniline dyes, needles, umbrellas, and yellow metal, or a sum of 25,173 taels, making the ascertainable non-British import 273,987 taels.

Under (a) we may range nearly the whole of the shirtings, white Irishes, T-cloths, cotton prints, Turkey-reds, lastings and Italians, woollens, iron, tin, lead, mangrove bark and rattans, besides the larger part of the bicho-de-mar, buttons, and glass. Sugar too, which acquires its status as a foreign article through manipulations at Hong-Kong, may fairly claim to rank in this connection as a product of the Empire (61,212 taels). The sum of the above articles amounts for 1900 to 399,342 taels, of which quite 390,000 taels should be assigned to British trade, bringing the total up to 453,490 taels.

The balance of the foreign imports, 63,860 taels, might be divided up in the proportion of one-third to the British Empire, and two-thirds to her rivals.

As a result we should have :—

	Value.	
	Currency.	Sterling.
	Taels.	£
(a) British imports	477,777	71,667
(b) Non-British imports other than Chinese	322,902	48,435
(c) Chinese imports	355,724	53,359
Total	1,156,403	173,461

In other words the Empire enjoys 60 per cent. of the foreign, or 42 per cent. of the combined foreign and native import trade,

as that trade appears recorded in the returns of the Chinese Imperial Maritime Customs. But over and above the steamer traffic of the port there is a large and increasing commerce carried on by junks, which do not report to the Maritime Customs and of which, therefore, no trustworthy statistics are available.

Since the transfer of the regular steamer to the American flag, no opium has or could be brought by her to the port. The opium nevertheless has doubtless come, and remains to be added to the volume of British trade. On the other hand various Japanese products, such as seaweed, are brought hither in junks, besides yarn (some of it, it is true, Indian) and a mass of native goods. The result, were it known, would probably not materially alter the proportions to be credited to the various countries, but would considerably swell the volume of their trade.

Exports.

The problem to ascertain what articles of local produce find their ultimate destination in the British Empire, is still more difficult. No one item can be declared to go entirely to any given country, with the exception of a few goods such as oranges, which find their sole market in China.

To the British Empire are taken most of the hides and skins (after preliminary curing in Shanghai), and a little less than half the tea (possibly mixed with Hankow leaf). Some portion of the edibles and medicines may be consumed by Straits and Hong-Kong Chinese, but the value would be trifling. The bulk of Wenchow exports (exclusive of tea) never leave China.

Perhaps the 304,027 taels of total exports may be fairly divided as follows:—

	Value.	
	Currency.	Sterling.
	Taels.	£
(a) To the British Empire ..	77,000	11,553
(b) To other non-Chinese countries (chiefly America) ..	73,000	10,950
(c) To China	154,027	28,104
Total	304,027	45,604

To put British interest in the export trade at quite one-half the non-Chinese, or at one-quarter of the whole, native and foreign would not, I think, be beyond the mark.

Shipping.

There was in 1900 no genuine foreign shipping trade at Wenchow. Vessels which appear as "British" (six) or "American" (34) continued in reality to be, to all intents and purposes, what they were until fear of interference by the offended foreign powers caused them to be nominally transferred to those two flags, that is to say, Chinese.

Population.

(d.) There are no foreign firms at Wenchow. Out of the 39 foreign residents here in January, 1901, 31 were British.

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF WUCHOW.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2432.

*Presented to both Houses of Parliament by Command of His Majesty,
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Report on the Trade of Wuchow for the Year 1900

By MR. CONSUL HAUSSER.

(Received at Foreign Office, June 18, 1901.)

The total value of the trade of Wuchow during the year 1900, as shown in the returns of the Imperial Maritime Customs, amounted to 6,552,591 Haikwan taels (1,017,016*l.*), an increase of 407,467 Haikwan taels (63,242*l.*), as compared with the aggregate value of the trade for 1899, made up as follows :—

Year.	Value.		
	Imports.	Exports (including Re-exports).	Total.
1900	Hk. taels. 4,599,756	Hk. taels. 1,952,835	Hk. taels. 6,552,591
1899	4,200,334	1,944,790	6,145,124
Increase	399,422	8,045	407,467

During the first two months of the year little business was done, but in March there was a great improvement, which, had it continued, must have resulted in a very large increase in the year's trade.

Events in the north of China, however, naturally reacted most unfavourably on trade in the South, and from the middle of June till the end of July all business was practically at a standstill. In August confidence became somewhat restored and both imports and exports began to come forward more freely, the improvement continuing till the end of the year. Notwithstanding the unfavourable conditions under which trade was thus carried on during a great part of the year, the stoppage of the trade with the northern ports, and the uncertainty engendered by the political situation being aggravated by the chronic disorder and partial scarcity prevailing in the interior of the province. Wuchow is one of the few ports showing an advance in the year's return the other ports

being Kiaochow, Shasi, Nanking, and Santuao, with the two trading stages of Kongmoon and Kumchuck. The increase is to some extent discounted by the higher values taken for this year's returns, but though advance was checked there was no actual falling-off. The limit of expansion of the trade of the port has evidently not yet been reached, and under more favourable conditions a far larger trade may be expected to develop.

The following comparative table giving the totals of the import and export trade during the last three years at the ports of Canton, Pakhoi, Wuchow, and Samshui, will serve to emphasise this view. Though the year 1900 was exceptional the conditions were much the same at all these ports, and it would seem that Wuchow is gradually taking its proper place as the natural distributing centre for Kwangsi, and the greater part of the adjoining provinces of Kweichow and Yünnan. These three provinces generally stigmatised as the poorest in China, have undoubtedly immense possibilities of future development, from which Wuchow at the head of practicable steam navigation cannot fail to benefit, given improved means of communication, and a proper system of inland taxation honestly carried out.

COMPARATIVE Table showing the Total Value of the Import and Export Trade at the Ports of Canton, Pakhoi, Wuchow and Samshui during the Years 1898-1900.

Year.	Value.			
	Canton.	Pakhoi.	Wuchow.	Samshui.
	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.
1898	49,941,298	4,166,059	4,221,758	1,614,913
1899	59,252,271	4,141,868	6,134,183	2,967,278
1900	58,038,553	8,876,466	6,552,591	2,290,000

Exchange.

In converting silver values into sterling the exchange for the year has been taken at 3s. 1½d. to the Haikwan tael, that for 1899 having been 3s.

Imports.

Value of foreign goods.

Value of native goods.

Of the total imports into Wuchow, amounting to 4,599,756 Haikwan taels (713,920*l.*), the value of foreign goods imported from Hong-Kong was 4,489,466 Haikwan taels (696,802*l.*), and from Chinese ports 20,346 Haikwan taels (3,158*l.*). Imports of native produce from Chinese ports, chiefly Canton and Samshui, amounted to 89,944 Haikwan taels (13,960*l.*). Reference to Annex 1 is, however, necessary to distinguish the respective values of foreign and native imports, all goods coming via Hong-Kong being classified as foreign irrespective of their origin.

Foreign goods.

There is a general advance in value in every class of foreign goods, though quantities show in many cases a slight falling-off or have remained stationary.

Cotton goods. shirtings.

In cotton goods (grey shirtings) there is a decreased importation of 12,461 pieces, and in white a decrease of 5,002 pieces.

Turkey-reds, cambrics, cotton handkerchiefs, and printed cotton lenos have fallen-off more or less, whilst in dyed shirtings, T-cloths, chintzes, cotton damasks, velvets, cotton flannel, cotton cloth (Japanese), and cotton yarn (Indian) there is a trifling improvement.

Woollen goods have remained practically stationary, the only increase to note being in long ells. 2,237 pieces, and Italian cloth, 544 pieces.

Metals have increased in value 16,177 Haikwan taels (2,511*l.*), but otherwise show little or no change.

Among sundries of foreign origin the most important are kerosene oil, American, 1,383,130 gallons; and Sumatran, 1,170,480, against 1,431,650 and 1,115,900 gallons respectively in 1899. Russian oil has this year disappeared from the returns, the net falling-off being thus nearly 100,000 gallons. The import was checked by the unusually good crop of ground-nut oil, which for some years has been practically unobtainable.

The only other large item is matches (Japanese) in which there was a reduction of over 140,000 gross.

Raw Indian cotton shows a decrease of 274,133 lbs., value 2,614*l.*, but aniline dyes, indiarubber shoes, lamps, and foreign medicines show a slight increase. There is a considerable trade done with Kweihin, the provincial capital, and Nanning in foreign medicines and chemists' sundries, and the natives seem to be developing a taste for aerated waters, cigars, cigarettes, cod-liver oil, and other drugs, condensed milk, extract of beef, scented soap, and tinned fruits. Of rice some 2,495,066 lbs. were imported and sent up river to Nanning, to meet the scarcity there and in the adjoining districts.

A list of native imports is given in Table 1. The chief items are paper and prepared tobacco, both of which come mostly from Hong-Kong, and figure also in the table of foreign imports.

The value of exports of native produce to foreign countries was 1,874,568 Haikwan taels (290,949*l.*), and to Chinese ports 65,003 Haikwan taels (10,089*l.*), giving a total of 1,939,751 Haikwan taels (301,038*l.*), an increase of 897*l.* as compared with 1899.

The most valuable items are shown in the following list:—

Articles.	Quantity.	Value.
	Lbs.	£
Hides	2,506,588	49,600
Sugar, brown	12,078,766	85,150
" white	5,920,800	34,461
Aniseed, star	1,148,733	31,952
Oil-wood	3,262,533	22,787
Leather	707,333	17,290
Silk, raw white	21,866	12,774
Firewood	35,883,333	9,767
Indigo, liquid	1,844,533	9,662
Melon seeds	1,084,266	8,835

Hides, sugar, wood-oil. Of these, hides, brown sugar, wood-oil, and fire-wood alone show an increase, but among the smaller items are several which appear for the first time as a separate heading, or show considerable increases.

Native opium. In the former category are native opium (Yunnan), of which 6,400 lbs., value 2,384*l.*, were exported to Hong-Kong through the Imperial Maritime Customs, the first consignment on record since the opening of the port.

Antimony. Antimony from the Ssu-ch'eng-Fu district near Pose, 532,133 lbs., valued at 1,271*l.*; resin, 63,067 lbs., value 202*l.*; and tea, 4,667 lbs., value 137*l.*

The antimony ore is found in surface deposits near Fenchow and there are also large deposits at Sailum, five days' north-west of Pose, on the Kweichow border.

Sugar. Although the export of brown sugar was nearly double that of 1899, the year's crop was a failure, and the excess is due to stocks held over from the previous year. Much of the sugar exported from here finds its way to Tientsin and the northern ports, but the demand there having ceased prices in Hong-Kong were lower than on the spot, and there being absolutely no market for this sugar it was in some cases found more profitable to ship it back to Wuchow for local consumption.

Timber. Of the enormous timber trade of this port an increasingly large proportion passed through the Imperial Maritime Customs, chiefly soft-wood planks and poles, and camphor-wood planks. Many kinds of excellent timber and cabinet-woods of varying degrees of hardness are obtainable here, mostly coming from the forests on the borders of Yunnan.

Deer-skins. For deer-skins there was a great demand, and 63,326 pieces, value 3,440*l.*, were exported during the year, as compared with 29,000 odd pieces during the previous year. These are the skins of the Mouse deer, used by Chinese for making purses, shoes, &c., and at the present rate of consumption the supply must inevitably be extinguished very shortly.

A comparative table showing the principal articles of export during the years 1899-1900 is given in Annex II.

Shipping. The following table gives the nationality and tonnage of the vessels engaged in the foreign and coast trade of the port during the year:—

Nationality.	Number of Vessels.	Tons.
British	697	109,262
American	12	2,172
Chinese vessels of foreign type..	1,714	62,097
„ native type ..	16	416
Total	2,439	173,947

Of the total value of the foreign and coast trade of the port shown in the Imperial Maritime Customs returns, cargo valued at 3,942,837 Haikwan taels (611,961*l.*) was carried in British

vessels, 2,609,691 Haikwan taels (405,046*l.*) in Chinese, and 63 Haikwan taels (10*l.*) in American vessels.

The respective shares of this trade taken by each flag are thus:—

Flag.	Percentage of—				
	Number of Vessels.	Tonnage.	Foreign Trade.	Coastwise Trade.	Total Foreign and Coastwise Trade.
British	28·68	62·81	59·55	82·67	60·16
American	0·49	1·25	..	0·03	0·02
Chinese	70·93	35·94	40·45	17·30	39·82
	100	100	100	100	100

British tonnage shows a decrease of 27,628 tons, whilst Chinese tonnage has increased by 17,155 tons. This is due to the withdrawal at the beginning of October of the two British steamers running on the Wuchow-Hong-Kong line, which with their four lighters were sold at a handsome profit, having been found unsuitable for the trade. They have since been replaced by two stern-wheel vessels, which are necessarily restricted to the smoother waters of the Wuchow-Canton line. The opening thus afforded was promptly taken advantage of by the Chinese and several new steamers and lorchas were put on the Hong-Kong run, with very profitable results for the former class of vessel. In the case of the lorchas the heavy rates of insurance are said to have swallowed up all the profits.

American tonnage is represented by one stern-wheel steamer of 181 tons, which made six trips here from Canton, carrying little or no cargo. American tonnage.

The bulk of the coast trade continues to be carried in native vessels, that carried in foreign vessels amounting only to 175,830 Haikwan taels (27,290*l.*) again showing a reduction on the small total of 215,374 Haikwan taels (32,306*l.*) for the previous year. This result is inevitable under present conditions.

The development of passenger traffic consequent on improved facilities is very remarkable, as appears from the following comparative return of inland navigation steamers (Chinese vessels):— Passenger traffic.

Year.	Entered:		Cleared:	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1898	6	93	6	93
1899	130	1,448	131	1,447
1900	918	11,884	950	12,254

These small steamers carry passengers only, and have kept up a regular ferry service between Wuchow and places up-river as far as Kwei Hsien 150 miles distant. The total number of native passengers carried to and from inland places both up and down river was 59,907 in addition to 62,150, carried to and from Hong-Kong, Canton, Samshui, and the four ports of call, Kong-hoon, Kumchuck, Shin Hing, and Tak-hing, giving a grand total of 122,057, as compared with the total of 100,952 for the year 1899.

Transit trade.

The following table shows the number of inward passes issued and of outward passes surrendered, the value of goods carried under them, and the respective shares of the transit trade taken by each nationality :—

Flag.	Inwards.		Outwards.		Percentage.
	Number.	Value.	Number.	Value.	
British	8,438	Hk. taels. 1,730,305	1,438	Hk. taels. 1,159,319	64.66
Chinese	16,685	1,579,664	..	..	35.33
American .. ..	..	..	1	500	0.01
Total, 1900 ..	25,118	3,309,969	1,434	1,159,819	100
„ 1899 ..	22,574	2,963,002	1,183	1,069,248	

Both inward and outward passes show a slight advance as compared with 1899, in spite of the unfavourable conditions under which trade was carried on. Chronic brigandage and disorder in the interior of the province, especially in the country round Hsünchow and Nanning and at Pose on the Yünnan frontier, somewhat hampered the movement of goods on the West River, and, in the case of piece-goods for Yünnan, led to their diversion to some extent to the Red River route.

Transit trade inwards.

The value of goods forwarded under transit pass to the interior during the year 1900 was 3,309,969 Haikwan taels (513,735*l.*), or 73 per cent. of the total foreign imports.

Some of the principal items are shown in the following table :—

Articles.		Net Total Import.	Sent into the Interior under Transit Pass.
Cotton goods—			
Shirtings, grey, white and dyed	Pieces ..	173,296	99,181
T-cloths	„ ..	40,167	23,996
Cotton yarn, Indian ..	Lbs. ..	11,907,866	10,698,783
Woollen goods, long ells ..	Pieces ..	12,751	7,417
Metals, iron, bar	Lbs. ..	1,846,666	1,220,009
Sundries—			
Raw cotton, Indian	„ ..	415,866	145,866
Matches	Gross ..	341,666	319,912
Kerosene, American	Gallons ..	1,383,130	1,189,530
„ Sumatran	„ ..	1,170,480	710,340

Of the above total value the share taken by Kwangsi was 1,989,243 Haikwan taels (308,747*l.*), showing a small decrease as compared with 1899. Goods, value 838,915 Haikwan taels (130,207*l.*), were sent to Kweichow, against 63,361 Haikwan taels (9,504*l.*) in 1899; to Yunnan, 453,878 Haikwan taels (70,446*l.*), against 851,072 Haikwan taels (127,660*l.*) in 1899, and 27,933 Haikwan taels (4,335*l.*) to Kwangtung.

The explanation of the remarkable development in the transit trade with Kweichow appears to be that the likin officials of that province have at last been brought to recognise the validity of transit passes as regards freeing goods from the levy of likin en route. Thus a large business is now done with An Shun Fu in Kweichow in cotton yarn especially, which is sent from here to Ch'ing Yüan and there exchanged for opium and other produce brought down by the Kweichow merchants, the passes being now made out for An Shun Fu instead of as formerly for Ch'ing Yüan. The partial diversion of the Yunnan trade to the Red River route has already been mentioned and the same cause would naturally tend to send some of that trade via Kweichow.

The total value of native produce brought down from the interior under transit pass for export abroad was 1,159,819 Haikwan taels (180,014*l.*), an increase in value of about 8 per cent. Transit trade
outwards.

The most important articles were :—

Articles.	Quantity.	Value.
	Lbs.	£
Sugar, brown	10,899,783	31 718
„ white	6,102,666	35,519
Aniseed, star	1,264,000	35,296
Hides	1,828,138	14,896
Leather	610,800	13,933
Wood-oil	958,138	6,692

The number of transit passes issued to British merchants during the year was 1,908, compared with a total of 1,840 for the previous year. Of this number over 1,400 were issued during the first six months of the year, the falling-off during the last half representing fairly accurately the extent to which business suffered owing to the unsettled state of affairs.

During the year several cases were reported of cargo under transit pass being looted by local robbers whilst on its way to or from the port, but there have been very few instances of direct interference with transit pass goods on the part of the likin authorities. Indirectly, however, the latter have done their best to discourage the use of transit passes under one pretext or another, and in this they have been materially assisted in many instances by some irregularity or technical breach of the rules on the part of the supercargo or boatman in charge of the goods.

During the year several passes were applied for and issued here for the export of native produce from Samshui, the authorities

at that port apparently refusing to issue them themselves. Being an innovation the likin officials at the place of shipment utterly declined to recognise the validity of the passes in the first experimental case, but after a severe struggle the goods were finally allowed to pass and there has since been no repetition of the trouble.

Miscellaneous.

There was no great rise of water in the West River during the summer months, and no floods or freshets occurred. After a preliminary survey of the river at low-water in February, H.M.S. "Sandpiper" left here on June 11 to inaugurate steam navigation to Nanning and proceeded without difficulty as far as the rapids below Hengchow, rather more than half way. Whilst detained there, waiting for a rise of water, events in the north rendered it inexpedient for her to continue the voyage, and she returned to Wuchow in the middle of July. Had she succeeded in getting over the rapids, it is doubtful whether she could possibly have come down river again before the next summer's freshets, as the river, which was just then rising, slightly fell again almost immediately and remained abnormally low for the rest of the year.

French river gunboats for West River.

Two small French river gunboats, intended for service on the West River, were put together at Hong-Kong, but had not visited Wuchow before the close of the year. Both are light draft vessels of the type of H.M.S. "Woodcock" of about 150 tons, and were built by Messrs. Thornycroft of Chiswick. In December the port was visited by a small river gunboat under the German flag.

At the beginning of the year the amount of foreign, *i.e.* British, capital invested on the West River was roughly estimated at 300,000 dol., and it was said the amount would soon be doubled. In view, however, of the uncertainty of affairs in the South of China the merchants interested appear to have determined to engage themselves no further in this direction for the present.

In November Messrs. Jardine, Matheson and Co. withdrew their representative and thus virtually closed their agency at this port, leaving only a native clerk to attend to their shipping business.

To the Acting Commissioner of Customs my thanks are due for early access to his annual returns and for various information bearing on the trade of the port during the year.

Annex I.—RETURN of Principal Articles of Import into Wuchow during the Years 1899–1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Foreign imports:—					
Opium, Patna	Lbs. ...	320	278	...	...
Cotton goods—					
Shirtings, grey, plain ...	Pieces ...	73,450	28,242	65,983	30,726
" white	" ...	76,186	39,473	70,184	40,306
" dyed, plain, 20 yards ...	" ...	32,427	9,723	33,196	12,890
" dyed, plain, 40 yards ...	" ...	2,911	1,412	3,923	3,048
" figured, brocaded, and spotted ...	" ...	9,716	5,393	7,327	4,286
T-cloths, 32 inches ...	" ...	30,548	9,164	34,607	9,381
" 36	" ...	8,630	3,366	7,560	2,899
Drills, English	" ...	946	482	712	448
" American	" ...	65	29	116	68
Chintzes and furnitures ...	" ...	4,323	1,621	4,598	1,712
Printed cotton lenos ...	" ...	7,922	1,864	6,320	834
Turkey-red shirtings ...	" ...	2,422	883	1,932	605
Cotton damasks	" ...	806	514	4,342	4,043
Velvets	" ...	2,287	2,401	3,973	4,008
Velveteens	" ...	1,315	1,124	1,124	969
Cambrics, plain and printed ...	" ...	5,800	1,218	3,987	624
Muslins	" ...	4,243	892	2,373	404
Handkerchiefs, cotton ...	Dozen ...	13,598	1,020	11,636	1,084
" cambric	" ...	20	2	292	91
Towels	" ...	1,901	143	1,975	202
" Japanese	" ...	1,884	134	2,136	191
Cotton flannel	Pieces ...	2,458	1,930	5,293	2,671
" cretonne	" ...	1,279	1,088	1,279	1,255
" cloth, Japanese ...	" ...	5,028	767	7,306	1,144
" crape	" ...	1,048	158	2,233	325
" blankets	" ...	4,640	1,021	2,963	631
" crimp	" ...	901	369	879	276
" yarn, Indian	Lbs. ...	11,827,200	235,509	11,907,866	277,232
" thread	" ...	14,933	2,906	13,900	2,618
" goods unclassified ...	" ...	...	174	...	607
Woollen goods—					
Camlets, English	Pieces ...	634	1,236	643	1,397
" imitation	" ...	56	78	43	87
Lastings, figured and plain ...	" ...	1,109	1,880	1,277	2,378
Long els	" ...	10,514	9,463	12,761	11,674
Spanish stripes	" ...	686	3,318	546	1,466
" inferior ... ..	" ...	...	...	321	598
Cloth, broad, medium, and habit	" ...	481	1,804	399	2,297
Blankets	Pair ...	1,302	1,113	1,543	1,201
Flannel	Pieces ...	148	400	99	230
Italian cloth	" ...	664	1,699	1,108	2,867
Woollen goods, unclassified ...	" ...	...	43	...	176
" yarn and cord	Lbs. ...	9,733	1,528	10,266	983
Metals—					
Iron, nail-rod	" ...	243,067	903	245,333	1,285
" bar	" ...	1,898,133	7,047	1,846,696	9,673
" sheets and plates ...	" ...	80,123	434	10,933	76
" hoop	" ...	79,333	294	66,933	390
" wire	" ...	55,067	441	48,236	449
" galvanised ... ..	" ...	...	...	30,606	304
" old	" ...	272,800	625	61,300	104
" nails	" ...	235,867	1,428	322,333	696
Ironware, unclassified ... ..	" ...	...	761	18,533	192
Tin, in slabs	Lbs. ...	...	...	10,933	702
Tin-plates	" ...	15,333	134	8,666	83
Lead, in pigs	" ...	14,267	101	6,933	64
Copper, sheets and plates ...	" ...	667	25	4,133	159
" old	" ...	6,000	87	10,266	173
Copperware, unclassified ...	" ...	267	11	133	6
Yellow metal, sheets and plates ...	" ...	17,194	580	18,000	567
Steel bars	" ...	180,000	983	223,800	1,704
Metals, unclassified ... ..	" ...	...	...	...	103
Sundries—					
Almonds, sweet	Lbs. ...	11,067	398	7,466	330
Alum, white	" ...	188,400	572	246,333	718
Aniseed, star, whole	" ...	6,533	160	5,866	166
Awabi	" ...	19,867	719	10,133	372
Bags, hemp, straw and mab ...	Pieces ...	...	...	11,747	137
Benins, tin	Dozen ...	3,067	279	627	36

RETURN of Principal Articles of Import into Wuchow during the
Years 1899-1900—continued.

Articles.		1899.		1900.	
		Quantity.	Value. \$	Quantity.	Value. \$
Sundries—continued—					
Beans, miscellaneous	Lbs.	...	...	31,866	86
Bed-covers	Pieces	2,408	186	1,110	...
Beetel-nuts	Lbs.	606,900	4,779	422,632	4,099
Bêche-de-mer, black	...	32,633	1,464	17,733	826
Boxes, fancy	Pieces	116,636	314	7,624	187
Braid, Llama	Gross	22,706	2,463	20,343	2,366
Buttons, brass	"	...	...	606	66
Chemicals	...	...	...	...	836
Carpets	...	...	...	...	130
China ware, fine	Lbs.	...	...	1,733	50
" coarse	"	18,633	209	19,690	226
China root	"	20,667	535	21,496	499
Cigars and cigarettes	...	...	174	...	204
Cinnamon	Lbs.	1,200	120	1,466	130
Clocks	Pieces	3,413	1,004	2,708	940
Cloth, native, and nankeens	Lbs.	128,400	6,687	215,066	12,517
Coal	Tons	1,352	1,420	2,724	2,960
Cotton, raw, Indian	"	690,000	10,246	416,866	7,967
Cuttle-fish	"	268,633	6,946	330,133	9,606
Dates, black	"	118,133	757	86,533	504
" red	"	156,467	787	134,133	781
Dyes, aniline	...	...	1,057	...	1,474
Fans, paper	Pieces	16,629	217	112,317	624
Fish, salt	Lbs.	1,462,000	6,908	1,861,066	10,832
Flour	"	624,267	2,137	487,733	2,038
Fungus	"	47,067	1,113	26,000	624
Ginseng, Korean	"	133	250	133	233
" native	"	267	131	696	100
Glass, window	Boxes	711	406	674	523
Gypsum	"	1,866,333	3,368	2,602,933	4,546
Indiarubber shoes	Pair	5,074	421	7,366	720
Indigo, dried	Lbs.	...	...	14,300	311
Lamps and burners	Pieces	60,211	809	81,444	783
Lamp shades and chimneys	"	...	...	11,128	598
Lily flowers, dried	Lbs.	225,200	2,164	166,666	1,941
Looking-glass and mirrors	Pieces	...	...	79,288	163
Machinery	...	...	478	...	287
Matches, wood, Japanese	Gross	483,116	19,133	341,666	14,102
Medicines	Lbs.	699,333	6,421	602,933	6,283
" foreign	...	...	...	...	461
Milk, condensed	Dozen	1,768	323	1,668	317
Needles	Mill	3,242	141	1,406	70
Oil, kerosene—					
American	Gallons	1,481,660	36,210	1,383,130	40,628
Sumatran	"	1,116,900	26,421	1,170,480	34,032
Paper, 1st quality	Lbs.	606,800	6,996	436,466	6,690
Pepper, black and white	"	173,600	3,088	180,533	4,436
Perfumery	...	...	139	...	172
Prawns, dried	Lbs.	178,400	4,918	196,000	5,766
Rice	"	21,866	74	2,496,066	6,690
Rugs and druggets	Pieces	261	78	446	146
Silk, piece-goods	Lbs.	14,533	9,973	17,766	13,311
Soap	...	...	214	...	297
Socks and stockings	Dozen	3,668	293	706	149
Sulphuric acid	Lbs.	...	...	80,400	249
Tobacco, prepared	"	741,733	16,021	609,466	12,771
" leaf	"	...	...	16,200	142
Umbrellas, cotton	Pieces	27,964	1,678	31,164	2,418
Umbrella frames	Dozen	16,369	3,630	19,400	4,217
Umbrellas, alpaca	Pieces	...	...	390	121
Vermicelli	Lbs.	186,667	2,399	309,066	5,166
Wax, white	"	82,800	3,321	20,266	1,647
Unenumerated	...	...	7,628	...	6,144
Native imports—					
Brassware	Lbs.	2,667	107	1,333	69
Cloth, native and nankeens	"	27,667	1,476	34,400	2,090
Indigo, liquid	"	11,467	66	14,400	76
Lead, white and yellow	"	20,000	179	24,633	222
Paper, 1st quality	"	264,267	3,121	286,733	4,021
Tobacco, prepared	"	186,133	3,809	181,600	3,806
" leaf	"	89,733	737	46,266	431
Vermicelli	"	...	...	5,600	61
Turmeric powder	"	...	...	24,800	146
Unenumerated	...	...	1,040	...	848

**Annex II.—RETURN of Principal Articles of Export from
Wuchow during the Years 1899-1900**

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
Opium, native	Lbs.	...	...	6,400	2,384
Antimony	"	...	...	532,133	1,371
Aniseed, star	"	1,268,400	31,342	1,143,733	31,932
Arsenic	"	21,172	133	15,867	129
Barley, pearl	"	332,267	1,308	316,000	1,274
Beans, miscellaneous	"	177,467	479	612,266	1,436
Cinnamon	"	2,000	203	9,067	840
Coal, native	Tons	1,823	1,371	941	657
Eggs, fresh	Pieces	...	...	514,953	556
Feathers, duck	Lbs.	47,300	399	139,733	1,008
Firewood	"	20,476,000	5,678	36,883,333	9,797
Glue, cow	"	261,333	3,110	196,067	2,724
Hemp, raw	"	197,067	1,673	400,400	3,437
Hides	"	2,471,067	36,027	2,506,533	49,900
Horns	"	98,333	700	164,266	1,147
Indigo, liquid	"	2,068,300	9,993	1,844,533	9,692
Leather	"	899,333	19,233	707,333	17,330
Lung-an, dried and palp	"	11,067	161	21,467	299
Lizards, dried	Pairs	...	...	16,816	1,046
Meats, dried	Lbs.	12,400	281	26,533	494
Medicines	"	317,467	3,238	396,800	3,600
Moxa	"	16,533	3,217	17,067	3,496
Molasses	"	696,267	750	910,133	1,083
Mushrooms	"	23,733	1,016	11,067	454
Nutgalls	"	67,467	1,367	164,333	3,168
Nuts, white	"	332,533	1,132	119,733	432
Oil—					
Aniseed	"	28,267	7,179	10,533	2,333
Casta	"	51,600	8,708	26,400	3,073
Ground-nut	"	...	...	107,867	1,549
Wood	"	2,772,133	28,068	3,362,533	22,767
Tea	"	71,200	721	263,067	3,393
Paper, 1st quality	"	306,533	3,621	66,333	1,019
" 2nd	"	139,067	599	600,333	4,887
Preserves	"	86,800	879	534,333	624
Pigs	Number	149	196	2,231	412
Poultry	Pieces	83,161	2,166	170,534	5,129
Samshu	Lbs.	...	...	53,067	168
Seeds	"	...	...	63,067	202
sesamum	"	1,746,800	16,722	1,084,267	8,335
" "	"	63,600	350	37,067	302
Silk—					
Raw, white	"	33,467	18,049	21,867	12,774
wild	"	800	100	287	68
fishing line	"	...	...	1,467	439
refuse	"	7,333	366	7,867	506
Silkworms, cow	"	5,800	63	6,933	64
Skin, mouse deer	"	...	2,364	63,326	2,440
Sugar, brown	Lbs.	7,328,000	27,206	12,078,667	36,150
" white	"	7,379,733	41,511	5,920,800	34,461
Tallow, animal	"	140,133	1,162	98,333	921
Tea	"	...	...	4,667	137
Timber—					
Planks, soft wood	Sq. feet	...	...	365,894	2,156
camphor	Lbs.	...	...	269,733	562
poles, soft wood	Pieces	36,000	31	2,690	18
beams, soft wood	"	...	...	2,468	16
Tin	Lbs.	33,733	1,023	72,933	2,974
Tobacco, prepared	"	...	...	21,333	249
" leaf	"	211,300	1,817	13,333	126
Sundries, unenumerated	"	...	1,662	...	1,360

Annex III.—TABLE showing Total Value of all Articles Exported from and Imported to Wuchow to and from Foreign Countries during the Years 1899-1900.

Country.	Exports.*		Imports.	
	1899.	1900.	1899.	1900.
	£	£	£	£
Hong-Kong	278,028	292,524	611,434	696,802

* Exports include re-exports.

Annex IV.—RETURN of all Shipping at the Port of Wuchow during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	173	27,152	175	27,413	348	54,565
American .. ..	..	..	6	1,086	6	1,086
Chinese	8	208	875	31,279	883	31,487
Total	181	27,360	1,056	59,778	1,237	87,138
„ 1899 ..	182	28,803	1,326	70,135	1,508	98,438

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	174	27,284	175	27,413	349	54,697
American .. ..	..	..	6	1,086	6	1,086
Chinese	8	208	839	30,818	847	31,026
Total	182	27,492	1,020	59,317	1,202	86,809
„ 1899 ..	181	28,171	1,325	70,123	1,506	98,294

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REPORT FOR THE YEAR 1900

ON THE

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No. 2667.

Annual Series.

Reference to previous Report, Annual Series No. 2457.

Report on Trade of Wuhu for the Year 1900

By MR. CONSUL MORTIMORE.

(Received at Foreign Office, June 24, 1901.)

The total value of the foreign trade of the port of Wuhu during the year 1900 amounted to 2,814,235*l.* (18,131,986 Haikuan taels), as compared with 3,045,816*l.* (20,305,440 Haikuan taels) in 1899. This total is made up of foreign imports, 932,112*l.*; native imports, 371,376*l.*; and exports, 1,510,747*l.* These figures show a decrease in all cases on those for the year 1899, but the amounts are far in advance of the average of preceding years, and had it not been for the Boxer outbreak in the north I think that there can be no doubt that the year 1900 would have been the most successful experienced at the port. The news of the disturbances in the north occasioned much unrest in the Yangtze Valley. Numbers of the larger merchants retired to their homes and withdrew their capital as far as possible from current transactions. The banks too refused to make any but the smallest advances to merchants, and these only at an exorbitant rate of interest, which occasioned a scarcity of money, so that none but the most urgently-needed foreign goods were imported, and there was a falling-off in the native products brought down from the interior. In fact at one time the steamers obtained so little cargo that it was rumoured the companies had decided to cease running temporarily, but with the arrival of the foreign troops matters improved somewhat and this step was not taken.

Total value of the trade.

Boxer troubles the reason for the decline.

I regret that it has been found impossible to obtain statistics of the value and quantities of goods imported from, and of Chinese goods exported to, the United Kingdom and its dependencies.

Direct trade with United Kingdom and dependencies.

The whole trade of Wuhu is practically with Shanghai and other Treaty Ports.

All British imports are transhipped at Shanghai, with the exception of a few articles which are brought direct by the rice steamers from Hong-Kong and Singapore, and although many of the exports are shipped to foreign countries, they are reckoned in the customs returns as exports to Chinese ports and no information is obtainable as to their ultimate destination.

The following figures are taken from the customs returns, but only show goods which, not having been landed at Shanghai, pay full duties at Wuhu:—

Country.	Value.		
	Imports.	Exports.	Total.
	£	£	£
United Kingdom	28	..	28
Hong-Kong	12,396	2,784	13,180
Singapore	1,021	..	1,021
Total	13,445	2,784	14,229

The values and quantities comprised in these figures are as follows:—

IMPORTS.

Articles.		Quantity.	Value.
			£
Tin, in slabs	Cwts. . .	148	1,068
Bags of all kinds .. .	Pieces ..	1,038,255	8,657
Fans, palm-leaf .. .	.. ..	995,015	1,350
Sugar, white	Cwts. . .	462	364
„ refined .. .. .	.. ..	2,126	1,864
Sundries .. .. .	.. ..	..	842
Total .. .. .	.. ..	..	13,445

EXPORTS.

Articles.	Quantity.	Value.
	Cwts.	£
Beans	9,656	2,310
Garlic	441	84
Medicine .. .. .	..	243
Provisions and vegetables ..	..	48
Seed, sesamum	105	33
Sundries .. .. .	..	66
Total .. .. .	..	2,784

Shipping.

A return of shipping, Annex 1, is appended to this report.

Sailing vessels.

This return shows a decrease in sailing vessels entered and cleared of 225 with a tonnage of 24,975 tons as compared with last year. With the exception of one German ship of 451 tons, the sailing vessels consisted of lorchas, junks, and cargo boats under the Chinese flag.

Steam vessels.

The steam vessels show an increase of 263 with an increased

tonnage of 432,240 tons over the figures for 1899. This is chiefly due to the appearance on the Yangtze of German steamers, 356 of which with a tonnage of 408,038 tons entered and cleared last year, as against 10 steamers of 8,328 tons in 1899.

Although the number of British steamers increased by 23 ships—2,067 against 2,044 in 1899—the total tonnage was less than in 1899 by 3,262 tons. The number of British ocean-going steamers which visited the port to load grain was 184, being four in excess of last year. Owing, however, to the abnormally low water in the Yangtze during the autumn and winter of 1900 steamers were unable to load with full cargoes of grain here during the latter part of the year.

Japanese steamers increased 36 in numbers and 91,844 tons in tonnage, whilst Chinese steamers decreased 202 in numbers and 63,970 tons in tonnage, in comparison with the figures for 1899.

The following table shows the import and export of treasure Treasurs. during the year 1900 :—

						Value.
						£
Imports	..	..	..	..	..	57,207
Exports	..	..	..	..	..	188,461

The import of Indian opium fell off to the extent of over 98,000 lbs., but the prices realised show an increase over last year's rates. The import consists almost wholly of Malwa opium, 160 lbs. only of Patna opium appearing in the returns. The import of native opium also declined some 50 per cent., 7,797 lbs., valued at 3,120*l.*, being passed through the foreign customs, as against 15,029 lbs., valued at 6,170*l.*, in 1899. This amount of native opium, however, by no means represents the whole import, as large quantities are imported in junks, paying duty at the native custom-house, of which no statistics are available, and so far as I can learn there is no doubt that the short import of Indian opium has been made up by increased supplies of native drug, but it is impossible to ascertain the amount.

The following table shows the import and value of Indian opium imported at Wuhu during the last 12 years :—

Year.					Quantity.	Value.
					Lbs.	£
1899	..	..	..	..	333,066	314,481
1890	..	..	..	..	342,279	279,869
1891	..	..	..	..	347,764	299,235
1892	..	..	..	..	349,395	274,914
1893	..	..	..	..	339,120	243,187
1894	..	..	..	..	335,746	225,417
1895	..	..	..	..	334,533	240,030
1896	..	..	..	..	290,783	231,575
1897	..	..	..	..	267,627	152,978
1898	..	..	..	..	226,747	162,289
1899	..	..	..	..	425,487	315,080
1900	..	..	..	..	327,026	280,616

Cottons.

The value of cotton goods imported during 1900 declined from 396,530*l.* in 1899 to 316,493*l.* in 1900; a falling-off in the quantity imported being noticeable in every item, although in the cases of white shirtings and Japanese yarns higher prices were realised than last year. The largest decline is shown in the item of Indian yarn, in which the import fell from 60,472 cwts. in 1899 to 25,759 cwts. in 1900, but its place has to some extent been taken by the native cotton yarn manufactured by the various mills at Shanghai, the import of which has risen from 6,495 cwts. in 1899 to 22,350 cwts. in 1900. 20,051 pieces of cotton prints, valued at 7,302*l.*, appear for the first time in the returns.

Woollens.

A similar decline is to be noticed in all classes of woollen goods, the values having declined from 4,999*l.* in 1899 to 2,285*l.* this year.

Metals.

Metals show an increased import over last year, the values for 1900 being 18,054*l.*, compared with 14,326*l.* in 1899.

The chief items are :—

Articles.		Quantity.	Value.
		Tons.	£
Nail rod, old iron and wire	..	639	5,752
Steel plate cuttings	.. ..	379	2,998
Tin, in slabs	.. ..	28	3,325
Unclassed ironware	.. ..	112	1,560

Kerosene.

The total import of kerosene oil during 1900 shows a decline of some 100,000 gallons, compared with that of 1899. American kerosene decreased from 1,772,600 gallons in 1899 to 1,586,250 gallons in 1900; Sumatra oil, from 208,550 to 177,100 gallons. On the other hand the import of Russian oil increased from 744,800 gallons in 1899 to 866,950 gallons in 1900. The average prices realised would appear to be about 7½*d.* per gallon for American oil, 6½*d.* for Sumatra oil, and 5½*d.* for Russian oil.

Sundries.

Among miscellaneous foreign imports may be noticed the following :—

Articles.				Quantity.	Value.
					£
Bêche-de-mer	Cwts...	..	419	2,608	
Birds' nests .. ..	" ..	..	34½	4,548	
Ginseng .. ..	" ..	..	50	4,026	
Mushrooms .. ..	" ..	..	387	2,350	
Braid	Boxes..	..	49,100	2,225	
Untrimmed palm-leaf fans ..	" ..	..	2,630,315	2,470	
Aniline dyes .. ..	" ..	..	..	3,236	
Soap .. ..	" ..	..	..	7,243	

Native imports have fallen off some 10 per cent. on last year's ^{Native imports.} values, being 371,376*l.*, as compared with 409,174*l.* The only items showing any increase are native cotton yarn, the import of which increased in value from 15,914*l.* to 60,804*l.*; grasscloth, from 7,456*l.* to 15,267*l.*; and bean, tea, sesamum, &c., oil, from 9,082*l.* to 11,397*l.*

The import during 1900 of wood poles also shows a considerable increase over that of the last few years, 15,603 pieces, valued at 6,625*l.*, being imported, as compared with 8,582 and 6,363 pieces in 1899 and 1898. These figures, however, do not at all represent the extent of the trade in this commodity, the bulk of which pays its duties at the native customs-house. ^{Wood poles.}

Wuhu is a great distributing centre of the timber trade, and during the summer months when the river is at its highest level, a large number of wood rafts come here to break up on the fore-shore, when the poles are again made up into smaller rafts and sent up the creeks in various directions. Owing to the unwieldly size of these rafts and to the difficulty of steering them in the strong current, they are a constant source of anxiety to the shipping and hulks in port, but I am glad to say that no serious collisions were reported in 1900.

Among the miscellaneous native imports may be mentioned ^{Sundries.} 3,421 cwts. of old cotton clothing, valued at 2,960*l.*, and medicines to the value of 4,797*l.*

The exports do not show such a decrease as the imports, the ^{Exports.} total value being 1,510,747*l.* against 1,594,791*l.* in 1899. This is chiefly due to the excellent crops obtained in 1900, and the consequent increase in the exports of beans, ground-nuts, and wheat.

By far the largest item on the list of exports is rice, the total ^{Rice.} export of which reached 297,117 tons, a slight increase on last year's total, which had been previously by far the maximum quantity exported. No prohibition of the export was made in 1900 by the Chinese authorities, although this step was proposed early in the year by the Nankin Viceroy, but it was not carried into effect in deference to the Wuhu Taotai's protest. Early in the summer, however, there was a short stoppage of the trade caused by the new Governor of the province announcing his intention of raising the likin on rice. This tax had been for some years at the rate of 10 tael cents per 150 catties (4*d.* per 200 lbs.), and the

proceeds all went into the coffers of the Nanking Viceroy, and the provincial Treasury derived no benefit from the export. The Governor, therefore, proposed to double the tax, half of which would go into his own Treasury. The rice merchants strongly protested against any increase of the tax, and refused to export rice under the circumstances, and after much discussion the Governor consented to reduce the extra levy to 3.3 tael cents ($1\frac{1}{3}d.$), below which he refused to lower it. The merchants, however, were unwilling to pay this extra amount, which the Governor had announced would be enforced from July 6, and they all bound themselves in a 5,000 tael bond (687*l.*) not to export under the circumstances. For some weeks no rice left the port, but the merchants finding that the Governor remained firm, eventually had to give way, and the export was gradually resumed. The rice harvest of 1900 was a very fair one, in spite of the drought which prevailed during the early part of the summer, rain having fallen in time to save most of the plants, and a large crop, although the grains were somewhat light and small, was obtained. The bulk of the rice has been shipped to Canton and Swatow, although Chefoo has taken a certain quantity. The prices ruling during the year have been somewhat lower than in 1899.

Egg albumen
and yolks.

The trade in preserved egg albumen and egg yolks shows a satisfactory recovery, the values rising from 673*l.* and 779*l.* in 1899 to 1,565*l.* and 1,957*l.* in 1900. The prohibition of the import of "boracic mixture," which is still enforced by the Chinese authorities, prevents the development of the business, as native salt is too dirty and too expensive to use in this trade.

There is now only one firm Messrs. Smith and Meyer, engaged in this line of business at Wuhu, the Chinese Albumen Factory, Limited—a German house—having been wound up, and the two Chinese-owned factories having ceased to work. The Chinese factories have completely failed to produce a satisfactory quality of albumen owing to their carelessness in the preparation, although in the preservation of yolks they have met with more success.

Messrs. Smith and Meyer have kindly given me the following particulars:—Supply of eggs: As only one factory worked for the greater part of the year, the supply was fairly good in the spring, and prices were reduced, but in the autumn, in order to further reduce prices, they only worked at half strength. They used during the year some 3,500,000 eggs, the average price of which was about 7 dol. 60 c. (15*s.* 2*d.*) per 1,000.

The demand for albumen was fair in the spring, but prices fell in the autumn with very few offers. This state of things is to be attributed to the market being over-stocked with the inferior product of the Chinese factories, which was being offered at almost any price.

The demand for egg yolks was fairly good throughout the year, but prices were kept down by the offers from the Chinese factories.

Exchange.

In accordance with information supplied by His Majesty's

Consul-General at Shanghai, the value of the Haikwan tael has been taken at 3s. 1½d. in converting the values given in the customs returns into sterling.

In conclusion I have to express my acknowledgments to the Commissioner of Customs for his courtesy in allowing me access to the returns compiled in his office prior to their publication.

Annex 1.—RETURN of all Shipping at the Port of Wuhu during the Year 1900.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British .. ..	..	..	1,033	1,194,134	1,033	1,194,134
American .. ..	..	..	27	1,354	27	1,354
German	1	451	178	204,019	179	204,470
Norwegian .. ..	..	..	1	1,220	1	1,220
Russian .. ..	..	..	1	542	1	542
Austro-Hungarian ..	..	..	1	1,317	1	1,317
Japanese .. ..	..	..	186	113,950	186	113,950
Chinese	168	24,032	270	339,181	433	363,213
Total	169	24,483	1,697	1,855,717	1,866	1,880,200
„ 1899	281	36,517	1,569	1,644,120	1,850	1,680,637

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British .. ..	..	..	1,034	1,195,872	1,034	1,195,872
American .. ..	..	..	27	1,354	27	1,354
German .. ..	..	..	178	204,019	178	204,019
Norwegian .. ..	..	..	1	1,220	1	1,220
Russian .. ..	..	..	1	542	1	542
Austro-Hungarian ..	..	..	1	1,317	1	1,317
Japanese .. ..	..	..	186	113,950	186	113,950
Chinese	187	23,816	270	339,181	457	362,997
Total	187	23,816	1,698	1,857,455	1,905	1,881,271
„ 1899	300	36,757	1,563	1,636,812	1,863	1,678,589

Annex II.—RETURN of Principal Articles of Export from Wuhu during the Years 1900–1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Beans	Cwts.	187,725	43,062	100,570	27,363
Coal	Tons	1,091	898	1,949	1,700
Cotton, raw	Cwts.	3,338	5,320	5,814	7,280
Egg albumen, preserved	"	405	1,565	193	573
Egg yolk	"	2,729	1,967	1,285	779
Eggs, fresh and preserved	Number	263,044	259	327,820	1,306
Feathers	Cwts.	22,973	29,979	28,793	27,777
Ground nuts	"	87,914	25,029	61,642	16,803
Hemp	"	2,062	1,867	4,882	4,627
Hides, cow and buffalo	"	2,603	4,620	4,080	6,086
Maize	"	39,182	7,010	57,080	12,265
Paper	"	4,710	10,319	2,882	6,392
Rice	Tons	297,117	1,248,662	293,168	1,317,397
Sesamum seed	Cwts.	28,348	10,401	39,986	17,563
Rapeseed	"	22,284	4,041	48,064	14,397
Silk, raw, white	Lbs.	132,800	44,072	238,333	69,118
" refuse	"	127,733	5,094	99,466	5,866
Skins, goat, untanned	Pieces	46,037	967	65,984	1,140
Tea	Lbs.	36,287	1,202	95,400	2,632
Wheat	Cwts.	203,306	41,289	146,387	29,682
Sundries, unenumerated	"	...	23,144	...	23,967
Total	...	...	1,510,747	...	1,584,791

Annex III.—RETURN of Principal Articles of Import into Wuhu during the Years 1900–1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
			£		£
FOREIGN GOODS.					
Opium, Malwa	Lbs.	326,866	280,410	425,067	314,745
" Patna	"	160	206	420	335
Total opium ... ..	...	327,026	280,616	425,487	315,080
Cotton goods—					
Shirtings, grey, plain ...	Pieces	101,562	57,274	144,948	65,565
" white	"	45,937	25,480	57,123	23,283
T-cloths	"	15,530	5,193	21,854	5,870
Drills	"	15,810	11,193	21,746	13,599
Sheetings... ..	"	84,790	47,052	127,756	48,271
Chintzes, &c.	"	935	298	19,650	4,995
Cotton prints	"	20,051	7,302	...	...
Turkey-reds	"	10,366	3,857	13,608	4,428
Ctson lastings and italians	"	20,635	18,978	24,623	19,094
Yarn, English	Cwts.	46	160	118	326
" Indian	"	25,769	88,470	60,472	159,911
" Japanese	"	12,999	39,926	14,255	34,067
Other cotton goods ... ..	...	...	11,300	...	17,091
Total cottons ... ..	...	...	316,493	...	396,530
Woollen goods—					
Camlets, English	Pieces	1,730	3,287	2,300	4,031
Long sills	"	5,840	4,554	9,493	7,544
Italian cloth	"	898	1,867	3,789	4,813
Yarn and cord	Cwts.	120	7,062	171	2,913
Other woollen goods ... ..	...	...	2,265	...	4,999
Total woollens ... ..	...	...	18,515	...	24,400
Metals					
Bags, gunny and hemp ...	Pieces	1,569,570	18,064	...	14,328
" straw and mat	"	8,115,780	26,791	2,008,900	31,693
Matches	Gross	350,640	24,868	2,682,300	20,366
Oil, kerosene, American...	Gallons	1,698,250	16,773	449,749	14,238
" Russian	"	866,960	48,849	1,772,900	42,680
" Sumatra	"	177,100	28,131	744,900	18,200
Sandalwood... ..	Cwts.	12,276	5,045	208,560	4,457
Sugar	"	106,435	15,840	18,583	11,536
Umbrellas	Pieces	74,665	68,978	123,390	75,163
Sundries, unenumerated...	...	...	8,076	128,131	12,161
Total foreign goods	...	...	932,112	...	1,041,860
NATIVE GOODS.					
Bags, gunny and hemp, old	Pieces	833,109	7,579	1,315,444	9,376
Cloth, native and nankeens	Cwts.	8,435	55,042	14,100	82,471
Coal	Tons	2,273	1,885	9,533	7,598
Cotton yarn, Chinese	Cwts.	22,350	60,806	6,495	15,914
Fans, paper... ..	Pieces	294,415	2,924	476,522	2,106
Fungus	Cwts.	865	2,850	1,120	4,320
Grass-cloth	"	2,287	15,269	1,387	7,456
Gypsum	"	45,428	4,360	57,906	4,860
Lungans (dried fruit)	"	2,195	4,966	4,046	9,628
Medicines ... ..	...	...	4,797	...	2,567
Oil, bean, tea, sesamum, &c.	Cwts.	11,603	11,397	8,764	9,082
" wood	"	25,395	27,327	29,471	29,345
Opium, Szechuen, &c.	Lbs.	7,797	3,120	15,029	6,170
Paper	Cwts.	2,275	5,840	3,717	7,031
Samahu (spirits)	"	2,683	1,985	3,652	2,672
Seeds, melon	"	6,428	5,667	12,930	8,728
Silk goods	Lbs.	27,193	13,971	36,933	17,013
Sugar	Cwts.	125,236	90,665	126,363	99,565
Tobacco	"	8,219	1,672	16,367	29,094
Vegetable tallow	"	1,293	2,118	4,362	4,734
Wood, poles	Pieces	16,603	6,625	8,682	4,053
Sundries, unenumerated...	30,611	...	45,401
Total native goods	371,376	...	409,174
" imports	1,303,488	...	1,451,024

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF KIUKIANG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2500.

*Presented to both Houses of Parliament by Command of His Majesty,
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No. 2675.

Annual Series.

Reference to previous Report, Annual Series No. 2500.

Report on the Trade of Kiukiang for the Year 1900

By MR. ACTING-CONSUL CLENNELL.

(Received at Foreign Office, July 8, 1901.)

My predecessor was able to begin his report on the trade of Kiukiang for 1899 by recording an advance of over 1,000,000 taels on the figures for 1898, which had until then been the highest recorded. It will be learnt with no surprise that the year 1900 shows a considerable, though, after all, not a disastrous falling-off. The total volume of trade has been less than in 1899 or 1898, but more than in 1897 or in any previous year.

The totals for the last 12 years are as follows:—

Year.						Amount.
						Hk. taels.
1889	..	..	..	..	..	11,428,218
1890	..	..	..	..	..	11,834,012
1891	..	..	..	..	..	13,843,680
1892	..	..	..	..	..	11,838,819
1893	..	..	..	..	..	11,837,415
1894	..	..	..	..	..	11,617,476
1895	..	..	..	..	..	14,232,354
1896	..	..	..	..	..	14,250,103
1897	..	..	..	..	..	14,865,563
1898	..	..	..	..	..	17,500,552
1899	..	..	..	..	..	18,562,941
1900	..	..	..	..	..	16,356,547

The following figures show, in tabular form, the gross and net totals of the various branches of trade for the last four years in Haikwan taels:—

		Value.			
		1897.	1898.	1899.	1900.
		Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.
Foreign imports ..		6,576,313	6,860,023	7,937,073	7,025,770
Re-exported ..		13,002	7,240	12,602	5,669
Native imports ..		1,223,219	2,022,726	1,588,166	1,332,247
Re-exported ..		1,543	2,597	3,804	14,962
Net total imports ..		7,784,987	8,872,913	9,506,833	8,337,386
Exports ..		7,080,576	8,627,640	9,054,108	8,019,161
Total ..		14,865,563	17,500,552	18,562,941	16,356,547
		£	£	£	£
Equiv. in sterling ..		2,144,667	2,524,819	2,784,430	2,540,995

NOTE.—The rate of exchange in 1897 was 3s. to the Haikwan tael; 1898, 2s. 10½d.; 1899, 3s.; and in 1900, 3s. 1½d.

Taking the average sterling value of the Haikwan tael for 1899 at 3s. and for 1900 at 3s. 1½d. we find the shrinkage to be 243,435½ or not quite 9 per cent.

A reference to the tables appended to this report will show that the falling-off is pretty evenly distributed over almost every item of imports, and that exports have also suffered almost as much though less uniformly.

Causes of the decline of trade in 1900.

The decline is, of course, due to the unsettled state of political affairs in China generally, but also, to a less extent, to the insufficiency of the harvest in some portions of this district. Considering everything, wonder can only be felt that commercial activity has been so well upheld.

For the first half of the year, 1900 promised to surpass 1899 in prosperity. The amount of business done was unprecedented. Even the customs revenue which had steadily declined of recent years, until 1899, showed a large increase. Until drought set in, about the middle of July, harvest prospects were excellent, and the people content.

Then a period of panic came to prevail. Rumours of trouble on all sides shook the public confidence. No one knew how seriously or how soon the Yangtze province might become involved in the disasters that had overtaken other parts of China. Not only did many foreign residents withdraw to places of safety, but there was a very large exodus of natives also. Importation of foreign goods almost ceased for some months. Native banks refused the usual facilities to their clients. The potteries at Ching Tê-chên, losing all their Peking business, almost ceased work. Thousands were thrown out of employment. The frequent movements of troops, the activity shown in re-arming forts and the enlistment of local militia throughout the province tended to multiply rumours and undermine confidence. Then rioting broke out in many parts of this and some of the neighbouring provinces.

I have the names of 25 places in Kiangsi at which riots occurred between July 11 and September 2, and I know that my information is incomplete. Much was heard of the machinations of secret revolutionary societies, and though the movement was promptly suppressed it was evident at the time that the authorities were seriously alarmed. The drought caused much damage and loss everywhere, till in some districts the country people were in a condition bordering upon famine. Persistent reports were current that irregular troops known as "Black Flags" were coming north from Kuangtung, and, though they never came, the fear of their approach increased the general nervous tension. As the autumn advanced the scare died away, and, as the figures show, the year as a whole cannot be considered a bad one.

The total tonnage increased by 578,984 tons, for which the **Shipping.** German and Japanese flags are mainly responsible.

In the table appended to this report I have distinguished between vessels trading under the General Customs Regulations and those under the Inland Steam Navigation Rules.

These latter are Chinese-owned steam launches plying between Kiukiang and various points on the Poyang Lake. They go as far as Nanch'ang when there is sufficient water, at other times only to Wuch'eng at the mouth of the Kan River. The 399 trips shown in the table were made by 11 launches owned by three companies. The largest of these launches is of 82 tons, while the smallest measures 6 tons only. None of them have as yet found it profitable to carry cargo, except small quantities of treasure and opium, but their passenger business appears to be considerable, though, owing to low water on the lake and the scare caused by the crisis in the north, the year was a rather bad one. 14,188 passengers were carried. One of the companies hopes this year to start a line of launches to Jaochou. The British-owned launch that figured in the 1899 table has been withdrawn. These launches are occasionally used to tow medium-sized cargo boats.

Of the vessels under General Regulations the bulk are regular river steamers belonging to the different companies trading between Shanghai and Hankow. Four of these companies are British, two German, one Chinese, and one Japanese.

851 trips were made by 15 British steamers, of which two were ocean-going vessels which came here to discharge coal. The one British sailing ship that entered is a hulk stationed here since January 1, 1900, by one of the steamer companies. Six German and six Japanese steamers, of which five and four respectively are regular river boats, account for the 180 and 188 trips assigned to those flags. The two Japanese vessels that were formerly on the Lower Yangtze have been replaced by others of larger size. Under the Chinese flag 47 different vessels entered and 91 left the port under the Imperial Customs. This includes the four or five regular river steamers, the 11 launches already referred to, and such lorchas and junks as fall within the purview of the customs. 28 junks were chartered by British subjects during the

year (18 in January) to carry cargoes of tobacco to Chinkiang, under Yangtze Regulations, 1898.

It is to be remembered that the Imperial Customs only deal with a portion of the junk trade, most of which, *e.g.* the junks in which tea and other produce comes down from the interior, is still regulated by the old Native Customs Agency.

The principal feature in the shipping return is the appearance of two lines of German steamers on the Yangtze. These do not, as yet, take any part in the cargo trade of the port, though it is understood that they intend to do so if they can arrange for the establishment of a hulk connected with the shore. At present both they and the Japanese vessels anchor in the stream, and though it will be seen that a trifling amount of merchandise, 11,082 Haikwan taels (1,720*l.*), or 0·08 per cent. of the trade of the port was landed from the latter, it is still true as remarked last year by my predecessor that the carrying trade is to all intents under the Chinese and British flags alone. The former covered 5,298,537 Haikwan taels (822,378*l.*) or 32·31 per cent., the latter 11,088,190 Haikwan taels (1,720,979*l.*) or 67·61 per cent. of the whole.

The following table shows the number of vessels entered and cleared "with cargo" and "in ballast" under each flag, *i.e.* the proportion that broached cargo while at this port:—

	British.		Chinese.		Japanese.		German.
	Cargo.	Ballast.	Cargo.	Ballast.	Cargo.	Ballast.	Ballast.
Steam—							
Entered ..	517	334	205	34	6	152	180
Cleared ..	459	362	172	67	..	188	180
Sailing—							
Entered ..	..	1	43	10	..	..	..
Cleared ..	..	2	65	42	..	..	..

Commodities
origin and
destination.

It would add to the interest and value of these reports were it possible to distinguish in the lists of imports and exports the country of origin and ultimate destination of each item with especial reference to trade which is actually British. Unfortunately though I have made enquiries I have found it as yet impossible to obtain statistics from which to compile such a return in tabular form, but the following notes may be of some slight value.

(a) Origin of
imports.

All foreign goods imported at Kiukiang, except coal and refined sugar, and even some of the latter, are bought by Chinese in Shanghai, the foreign merchant, in so far as he is an importer, being simply a shipping agent for native customers.

The customs returns, except in a few articles, only distinguish goods as foreign or native, without stating the country of origin of the former. The appended table shows the import of Indian opium, English, Bombay, and American sheetings, English, Indian

and Japanese yarn, English camlets, European (chiefly English, *i.e.* Bryant and May's matches) and Japanese matches, and American, Russian, and Sumatra kerosene oil. Besides these items, 2,835 pieces of English drills, valued at 1,612*l.*, and 3,550 pieces of English jeans, value 1,478*l.*, are included in the totals of 12,895 pieces, value 7,255*l.*, and 4,020 pieces, value 1,654*l.*, that appear in the table. The remainder is made up of Dutch-American and Indian manufacture.

As everywhere in China, the more important classes of cotton piece-goods are mainly Manchester goods, but Japan supplies large quantities of the cheaper grades and smaller miscellaneous articles.

The importation of English cotton yarn has again declined, the amount for 1900 being only 451 piculs, or less than half that for 1899. The following table of the quantities of English, Indian, Japanese, and Chinese yarn imported since 1895 shows, however, that all kinds suffered seriously during the year:—

	Quantity.					
	1895.	1896.	1897.	1898.	1899.	1900.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
English ..	1,959	1,194	1,250	1,291	1,083	451
Indian ..	45,463	58,561	52,597	46,118	49,142	43,045
Japanese ..	8,238	1,333	11,788	32,060	51,908	39,032
Chinese ..	2,310	3,225	14,331	35,657	41,578	28,769

The foreign opium, piece-goods, and metals that arrive here are entirely passed through the Imperial customs, but some foreign sundries are imported by junk, and consequently do not figure in the returns. I am also told that in some items, *e.g.*, sugar, the customs figures are to be accepted with caution. The sugar classed as foreign acquires that character by the fact of its preparation in Hong-Kong. It is grown in the Chinese provinces of Kuangtung and Fukien, and in Formosa.

The only article that is imported direct from a foreign country is Japanese coal, of which the importation amounted to 1,100 tons, valued at 9,350 Haikwan taels (1,451*l.*), against 1,250 tons, valued at 12,230 Haikwan taels (1,835*l.*) in 1899. It is imported for the use of the Russian tea factories.

The coal in common use here is chiefly brought by junk from Hankow or elsewhere in Hupei. Coal is not much used by the natives of this district, and in 1900 the price was too high to be within the means of any but the wealthy.

The importation of native coal shown in the customs returns was only 234 tons, valued at 1,636 Haikwan taels (254*l.*).

Rather over half the foreign goods imported are sent up-country (*b*) Destination of imports.
under transit pass, *i.e.* 3,624,240 Haikwan taels (562,513*l.*) out of
7,020,101 Haikwan taels (1,089,579*l.*).

The following is a summary of the figures showing the destination of imports.
(856)

nation of transit pass goods sent up through this port during the year :—

(a) DUTY PAID PASSES for Foreign Goods.

To—					Value.	
					Currency.	Sterling.
					Hk. tael.	£
Kiangsi	..	..	..	..	3,494,977	542,450
Anhui	..	..	..	..	106,821	16,580
Hupei	..	..	..	..	21,123	3,278
Fukien	..	..	..	..	1,319	205
Total	..	..	..	..	3,624,240	562,518

(b) DUTY FREE PASSES for Chinese Cotton Goods.

To—					Value.	
					Currency.	Sterling.
					Hk. tael.	£
Kiangsi	..	..	..	..	747,696	116,049
Anhui	..	..	..	..	624	98
Hupei	..	..	..	..	312	49
Total	..	..	..	..	748,632	116,196

The number of duty-paid passes was 28,875, of which 28,640 were granted to Chinese, 127 to British subjects, 106 to Americans, and two to Russians. The number of free passes was 3,580.

The corresponding tables for 1899 show how severely this business has felt the crisis. In that year 4,244,017 Haikwan taels' worth of goods (of which 4,082,173 Haikwan taels for Kiangsi) were sent up under duty-paid passes, and 919,634 Haikwan taels' worth (919,167 Haikwan taels for Kiangsi) under free passes. The actual number of the two classes of passes had been 26,922 and 4,751 respectively, and of the former 958 had been granted to British subjects, 203 to Portuguese, one to an American, and seven to Russians. Thus, though the total number of passes issued has somewhat increased, the amount of goods thus protected has declined by 770,779 taels, and the share taken by foreigners has been notably reduced.

(c) Destination of exports.

None of the exports of Kiukiang are shipped abroad direct. Some of the beans and peas find their way to Hong-Kong, and thence to Singapore and Penang. Some China root is retained in Hong-Kong for local use. Chinaware or porcelain, the chief article of manufacture in the district east of the Poyang Lake, of

which Ching-tê-chên is the centre, is vulgarly known throughout China as "Kiukiang ware," Kiukiang being the port for its shipment to all quarters of the Empire. In normal years some 70 per cent. of the output of the best porcelain is sent to Peking, and perhaps 20 per cent. to Canton. Lower grades are more widely distributed. The amount exported to foreign countries is relatively exceedingly small, perhaps 100 packages per annum. There was an exhibit of this ware at the Paris Exhibition of 1900 which obtained an award of a silver medal.

Feathers are largely sent to Germany, hemp to Japan, and a little to Germany.

The indigo grown in this district all finds its market in Shanghai or Tientsin.

Some mats find their way to the Straits Settlements.

Vegetable tallow from Kiukiang is said to be all used in local candle factories in Shanghai.

The tobacco grown here used in former years to go wholly to Chinkiang, but in 1899 the greater part of the crop was sold in Shanghai for shipment to Japan. In 1900 prices ruled too low to make this profitable, especially in view of the high import duty levied in that country, and the article was either sold in China, or remained in stock unsold.

The Kiukiang tea that appears in the returns is all destined for foreign markets, but it is not easy to determine what proportion is consumed in the three chief tea-drinking countries, the United Kingdom, Russia, and the United States, as the actual sales take place in Hankow and Shanghai.

It is the practice of the trade to send the first crop, both of Keenuns and Ningchows, to Hankow, and later crops either to Hankow or Shanghai, according to the market rates prevailing at those places. Probably the greater part of the black tea goes ultimately to the United Kingdom, but some, and that of the best, goes to Russia. The subject will be dealt with later in this report.

The green teas all go to Shanghai, and are largely consumed in America.

Brick and tablet tea all go to Russia. Until the disturbances of last year, the practice was to ship it via Tientsin, but nearly the whole 1900 output went direct from Shanghai to Nikolaevsk or Vladivostok.

The importation of foreign opium was 2,222.90 piculs (say ^{Imports:} 2,646 cwts. 34 lbs.), the smallest since 1885. The business appears ^{Opium.} to have risen to a maximum of 3,620 piculs in 1891, and since then to have declined year by year, the small advance recorded in 1899 being due to exceptional and temporary circumstances. This article yielded a revenue of 66,687 Haikwan taels (10,350*l.*) import duty, and 177,832 Haikwan taels (27,601*l.*) likin, or about 16 per cent. in all on its total value of 1,588,699 Haikwan taels (246,580*l.*). Native opium is little, if at all, grown in this province, and no statistics are available to show the amount imported. Only 8 piculs, valued at 2,978 Haikwan taels (462*l.*), passed

Piece-goods
and yarn.

through the customs. As everywhere in China, it is conveyed through native channels, official or surreptitious, and is used in much larger quantities than the foreign drug.

The total import and value of the principal articles, as landed in Kiukiang, are shown in the table at the end of this report. It will be seen that every class of cotton piece-goods, except drills and Bombay sheetings, and every class of woollen piece-goods, has declined. Cotton velvets show a small advance in value, but their volume has fallen off, while the increase in woollen yarn is almost too trifling to notice. I can only refer the reader to the table at the end to judge for himself what has happened to the greater staples, grey and white shirtings, English sheetings, lastings, Italians, &c. The figures, equally eloquent for cotton yarn, have already been given.

Transit pass
trade.

With regard to cotton goods a point of interest would appear to be the very considerable degree to which they are sent up country under transit pass. The business seems to be, all things considered, in a healthy condition, and to work with very little friction. The total for 1900 was 2,663,657 Haikwan taels (413,446*l.*). The following figures from the customs tables show the amounts of the leading items:—

Articles.				Value.	
				Currency.	Sterling.
				Hk. taels.	£
Grey shirtings ..	Pieces	..	77,005	217,015	33,683
White ..	"	..	45,104	216,499	33,602
Sheetings, English ..	"	..	20,099	76,376	11,854
Cotton lastings ..	"	..	7,711	57,061	8,856
Indian yarn ..	Cwts.	..	47,121	999,446	155,122
Japanese yarn ..	"	..	43,200	879,984	136,581

In addition, 34,249 cwts. of Chinese cotton yarn, valued at 747,994 Haikwan taels (116,094*l.*), the product of native or European owned mills in Shanghai, were sent up country under 3,580 free passes, in accordance with the special arrangement mentioned on page 5 of Mr. Brady's report for 1899.

A reference to the customs returns for that year shows, as was to be expected, that all the above figures are very much smaller than the corresponding returns for 1899. In that year the values of the same staples sent inland under transit pass were—

Articles.	Value.	
	Currency.	Sterling.
	Hk. taels.	£
Grey shirtings	310,206	46,531
White "	249,955	37,493
Sheetings, English	153,582	23,037
Cotton lastings	72,247	10,837
Indian yarn	1,096,888	164,532
Japanese yarn	1,097,581	164,630

and Chinese yarn, 41,252 piculs (49,110 cwts.), valued at 917,858 Haikwan taels (137,679*l.*).

In metals there is a further considerable advance to record in the import of tin, and although the quantity of lead declined, it is returned as being of greater value than in 1899. There was, however, a decline in iron, steel, and other metal goods. Metals and sundries.

The best that can be said of foreign sundries is that the sugar import remained about stationary, *i.e.* 72,204*l.* in place of 72,666*l.* Native sugar, however, of which 13,552*l.* worth was imported in 1899, all but disappeared from the list in 1900. Every other item of any consequence shows a decrease.

That in American kerosene oil is to a certain extent set off by this article having been to some degree replaced by Russian and Sumatran oil. The former, indeed, was imported in very nearly the same bulk, *viz.*, 1,173,420 gallons, as American (1,183,810 gallons), and its higher price makes it now rank before the latter in the table of values.

Sumatra oil, of which 200,600 gallons were imported in 1898, almost left the market in 1899, but seems to be returning to favour again.

The importation of Japanese matches fell to less than half the quantity shown in 1899. This was partly set off by an increased import of European kinds, but is perhaps also due to the establishment of a native match factory in Kiukiang itself.

Aniline dyes declined doubtless in sympathy with the reduced output of porcelain, for the decoration of which these dyes are now largely employed.

But it is needless to prolong the list. The fact is that import trade was nearly suspended for about three months. During the acute period, July to September, every branch of business suffered. Goods could only be sold for ready money, and many of the usual purchasers, particularly the natives of Canton and Ningpo, removed from the port. Thus we find that only 23,000 piculs of foreign sugar and 294,000 gallons of kerosene were imported in that quarter, against 36,000 piculs and 661,000 gallons in the same three months of 1899. Almost every heading tells the same tale.

The following amounts of leading sundries were sent up country under transit pass:— Transit pass trade in sundries.

Articles.		Quantity.	Value.	
			Currency.	Sterling.
			Hk. taels.	£
Matches	Gross ..	122,920	29,448	4,571
Lead	Cwts. ..	10,925	66,606	10,308
Kerosene oil, American	Gallons ..	1,833,470	186,639	29,973
" Russian ..	" ..	620,430	86,885	13,506
Seaweed	Cwts. ..	41,483	99,270	15,408
Sugar, brown	" ..	2,270	8,963	1,391
" white	" ..	24,842	125,202	19,432
" candy	" ..	1,259	8,781	1,343

Importation
of silk and
mulberry
trees.

It looks from these figures as if American kerosene oil held its own in the inland districts, actually more having been sent inland from Kiukiang than arrived during the year. And this was so, although 1,897,690 gallons out of a total import of 1,937,826 gallons had gone up in 1899.

The table of native imports shows, among other items, an altogether trifling amount of silk, viz., 3,942*l*. worth in 1900 and 5,486*l*. in 1899. This must be but a small fraction of the silk used in the province. Silk is not, however, made locally to any extent, but must come from Chêkiang and Kiangsu, or other producing provinces, by channels that do not come within the cognisance of the Imperial Customs, *i.e.* by junk or overland. In this connection it is interesting to note that 405,000 mulberry trees were imported in 1899 and 51,400 in 1900. I only know one plantation of mulberry trees in this neighbourhood, but it may be that the cultivation is being gradually introduced or revived.

Exports and
local
products.

Although the total value of the exports for 1900 is less by over 100,000*l*. than that for 1899, it cannot be said that they show the same general decline as the imports. Where they have decreased a cause for the fact can generally be assigned. The following notes on the various commodities produced in this district will illustrate my meaning:—

Cereals.

The principal food crop is rice. The drought in August caused a rise in price from 3,000 to 4,100 cash a shih of 1½ piculs (200 lbs.), and the higher price was maintained to the end of the year. The harvest everywhere poor, and in the south seriously deficient, barely sufficed for local needs, and left nothing for export. A small quantity of wheat was, however, exported.

Peas and
beans.

There was a large increase, from 213,998 cwts., at 38,558*l*., to 343,354 cwts., at 70,711*l*., in the export of peas and beans. But the first crop—June—was poor, and the second crop—October—much worse, in fact, largely unsaleable. The goods exported were to a great extent, I believe, surplus left over from 1899. The stoppage of the usual trade with Newchwang appears to have been more than made good by an increased demand from southern ports.

The tobacco trade has suffered chiefly from unremunerative ^{Tobacco.} prices. In 1898 Kiukiang tobacco sold in Japan at 12 to 18 taels a picul. In 1899 the price fell to 4½ taels. In August, 1900, when the new crop came in, old stocks were still unsold, sellers holding out for a rise that never came. Owing to the political crisis buyers hesitated to come forward, and the native banks refused to make advances or give credit, so that dealers were forced to sell at 3 or even 2½ taels.

The first crop of hemp, more correctly called ramie fibre, ^{Hemp or ramie fibre.} began to come in before the troubles became acute. Even then sellers had to accept a loss of 1 or 2 taels per picul, and during the crisis prices fell even lower. The second crop—August—sold well, however, and the total for the year shows an advance from 83,519 cwts., at 83,440*l.*, to 95,689 cwts., at 87,596*l.* Profits, I am told, averaged 1 tael per picul, and though transactions were hampered by the difficulty in getting credit, ready money business was satisfactory. The third crop was spoilt by drought.

This commodity is mostly grown in the neighbouring province of Hupei. It has a good reputation for strength and colour. In the absence of the usual market at Tientsin, the greater part was sent to Japan, and a little experimentally to Germany.

In indigo the loss of the Tientsin trade has been made up by ^{Indigo.} an increased export to the south, so that the net result is about the same as in 1899, a rather smaller output at higher prices. The figures are 64,150 cwts., at 56,327*l.*, against 79,324 cwts., at 57,651*l.*

There has been a good market for sesamum seed and an ^{Sesamum seed.} increased export to southern ports.

The paper trade is normally with Tientsin. It has been ^{Paper.} adversely affected by political causes.

The exportation of ground-nuts to Canton in 1899 ^{Ground-nuts.} having proved a failure, owing to the goods arriving in a damaged condition, has not been repeated. Consequently this item shows a marked decline.

To a Chinese, Kiangsi is the porcelain-producing province. ^{Porcelain and china ware.} Ching Tschên, the great manufacturing centre and mart for this ware, lies about 70 miles south-east of Kiukiang. It is here that all the "Imperial ware" in the Empire is made, and it may be considered the sole source of high class pottery in China. In normal years Peking absorbs the bulk of the output. In 1900 the orders from Peking fell to less than a third of their usual amount, and of the 25,000 or 30,000 men employed in the works, not above 6,000 were able to retain their employment. The reaction of this fact on the political situation was shown by a formidable riot on July 11. Owing to the tightness of the local banks the usual orders from Canton were not received either.

Thus we find that whereas the export in 1899 was—

Articles.	Quantity.	Value.	
		Currency.	Sterling.
	Cwts.	Hk. taels.	£
Fine chinaware	22,015	326,865	49,080
Coarse chinaware	41,755	210,440	31,566

And in 1900 it was only—

Articles.	Quantity.	Value.	
		Currency.	Sterling.
	Cwts.	Hk. taels.	£
Fine chinaware	11,842	188,998	29,333
Coarse chinaware	21,535	108,534	16,845

If, instead of taking the whole year, we had only taken the acute period, July to September, we should have found the figures, in proportion, far more remarkable. I have no statement of the values, but the quantities were :—

	Quantity.	
	1899.	1900.
	Cwts.	Cwts.
Fine chinaware	5,760	326
Coarse chinaware	13,940	577

Towards the end of the year a large consignment of Imperial ware was received from the works and deposited in the Taot'ai's yamên at Kiukiang to be forwarded as "tribute" to Siam. At the date of writing it is still in the Taot'ai's hands.

Tea, black and green.

I have the following notes on the tea trade during 1900 :—

In black teas, Keemuns were a better crop than in 1899. Of 67,000 half-chests, 50,000 were bought by Russians. Prices for the best were 50 taels, the lowest figure being 15 taels. They mostly did well in Europe.

Ningchows, the other principal variety grown in this district, were inferior to the previous year. In the Wuning district nearly the whole crop was lost by drought. An authority says :—"The best parcels realised 57 taels, the next grade 35 to 41 taels, nearly all for Russia. British buyers got some wonderful value at about 18 taels, but, on the whole, they lost money in Europe."

Nevertheless, the decline on all kinds of black tea was only

from 156,158 cwts., valued at 482,349*l.*, to 146,688 cwts. at 414,974*l.*

I find it stated that for the first time on record no teas were settled in Kiukiang in 1900, the natives being now aware that Hankow is their best market, but that as the season advanced a few teas were settled, though natives would scarcely ever sell in any quantity unless they got better prices than in Hankow. (See Customs Report, 1900.)

The green tea harvest was considered good, though here again the volume and value of trade show a decline. Prices inland for the first crop ruled at 20 to 30 per cent. less than in 1899, but, as the selling price in Shanghai remained about the same, a fair profit was made. Hohows were of good average quality and were freely taken at 15 taels for the best. Kutoans were poor in make and liquor, but easily found buyers at 16 to 18½ taels.

In brick tea the export shows an advance from 51,610 to 60,794 cwts., but this is partly accounted for by the fact that whereas the figures for 1900 include a portion of the 1899 crop, none of the 1900 crop was left over to be dealt with in 1901. The same remark applies to tablet tea, of which the output has, however, slightly fallen off. Tea, brick and tablet.

These articles are prepared from tea-dust for the Russian market at the factories of Messrs. Tokmakoff, Molotkoff and Co. and Molchanoff, Petchatnoff and Co. Both worked busily, night and day, during several months of the summer and autumn, making an effort to dispose of their entire stock some two months earlier than usual in view of the chance of untoward events occurring on the Yangtze. Consequently they closed their active season before the end of the year. As it was impossible to obtain transport to Tientsin, the cargo was diverted to Russian ports direct.

Expensive hydraulic engines for making tablet tea are now in use in the factories, and the old wooden presses for making the bricks are being, or have been, replaced by steel moulds of an improved pattern.

At the beginning of the season the price of the dust used for brick tea ruled at about 11 to 12 taels per picul, against 7 to 8 taels in 1899. The Chinese dealers combined to demand 13 taels, but the outbreak of the northern troubles compelled them to accept a reduction, and before the season closed they were selling at about 6 taels. For tablet tea a better quality of dust, at considerably higher price, is required.

For the manufacture of brick tea the dust is moistened by steam. It is then subjected to a pressure, applied by steam power, of 12 tons to the whole surface of each brick. The pressure is only applied for a second or two, but the mould is immediately locked with wedges and kept so for about two hours. The bricks are about 8½ by 6 by 1 inch in size, and vary in weight from 1 to 2½ lbs. for different grades.

The tablets are made by means of a hydraulic press. The dust is used dry and a very high pressure is required, as it is only applied for a fraction of a second. When made they somewhat

resemble cakes of chocolate, weighing about 4 ozs. each. They are then tastefully wrapped in paper covers and packed in baskets suitable for camel transport.

The following table, in piculs and taels, shows the immediate destination of the tea exported during the year :—

Kind of Tea.	To Hankow.		To Shanghai.	
	Quantity.	Value.	Quantity.	Value.
	Piculs.	Hk. taels.	Piculs.	Hk. taels.
Black	108,855	2,379,904	14,856	298,626
Green .. .. .	..	..	35,997	1,099,160
Brick .. .. .	..	..	51,067	507,859
Tablet .. .. .	..	..	1,008	16,030
Sundry	1,299	6,493	3,576	18,948
Total	109,654	2,386,397	106,503	1,935,623

Outward
transit pass
trade.

The total value of goods brought from the interior under outward transit passes was 36,085 Haikwan taels (5,601*l.*), of which 31,808 Haikwan taels (4,937*l.*) is referable to 9,710 cwts. of tobacco, and the remainder to trifling consignments of indigo, lotus nuts and melon seeds. Only 42 passes were issued. These figures show a slight advance on those for 1899, when outward passes were issued for goods worth 34,097 Haikwan taels (5,115*l.*), of which 27,652 Haikwan taels (4,178*l.*) is referable to tobacco.

The attempt noticed by my predecessor to extend the Chinkiang system of outward transit passes covering Chinese owned cargo to this port has not been persisted in. The objection of the local officials to foreigners using their name to protect goods which are in fact the property of Chinese clients is a natural one, especially in view of the depleted state of the Provincial Exchequer, and it appears to have the support of treaty. There are indications, however, that outward transit pass business may be shortly revived on another footing. Recent reductions in the likin charges, however, make it no longer of much advantage to take out passes.

Customs
revenue.

The revenue derived by the Imperial Customs from this port appears, in spite of the increase in the volume of trade, to be steadily though slowly falling-off. This is most marked in the duty and likin collected on opium, which yield less by over 100,000 taels than they did seven or eight years ago. The total revenue for the last 10 years has been as follows :—

Year.						Amount.
						Hk. taels.
1891	..	..	..	..	..	1,156,854
1892	..	..	..	..	..	1,047,783
1893	..	..	..	..	..	1,026,748
1894	..	..	..	..	..	1,001,226
1895	..	..	..	..	..	1,076,479
1896	..	..	..	..	..	997,889
1897	..	..	..	..	..	921,851
1898	..	..	..	..	..	959,635
1899	..	..	..	..	..	987,636
1900	..	..	..	..	..	880,182

This last total is made up as follows :—

						Amount.
						Hk. taels.
Import duty (exclusive of opium)	..					5,091
Opium duty..	..	..	..	..	..	66,687
Export duty	..	..	..	..	..	564,539
Coast trade duty	..	..	..	..	..	5,679
Tonnage dues	..	..	..	..	..	1,041
Transit dues	..	..	..	..	..	58,313
Opium likin..	..	..	..	..	..	177,832

These sums were paid by merchants of different nationalities in the following proportions :—

Nationality.						Amount.
						Hk. taels.
British	..	..	..	..	..	486,128
Chinese (including opium duty)	..	..	..	..	..	893,810
American	..	..	..	..	..	179
Russian	..	..	..	..	..	64
Japanese	..	..	..	..	..	1

Figures which show plainly how much the question of increasing or otherwise readjusting the customs duty is one in which the United Kingdom has a predominant interest, at least as far as this port is concerned.

Movements of treasure during the year show that nearly **Treasure.** 800,000 taels more of silver were sent away than arrived at this port. The figures are :—Imported, 1,275,336 Haikwan taels, of which 826,261 Haikwan taels from Hankow, 226,250 Haikwan taels from Shanghai, 105,925 from Chinkiang, and the rest from Nanking, Anch'ing, Wuhu, and Tatung; exported, 2,044,449 Haikwan taels, of which 1,291,237 Haikwan taels to Shanghai, 549,302 Haikwan taels to Hankow, 114,710 Haikwan taels to Chinkiang, and the rest to Nanking, Anch'ing, and Wuhu.

So anxious and troubled a year as 1900 was naturally unfavour- **Concluding**
(856) **B** **remarks.**

able to new enterprises of any kind, and there is little progress to record. All four British steamship companies have now satisfactory wharfage accommodation in the form of hulks connected with the shore by pontoons; one company having moored a new hulk, and another connected its hulk with the shore during the year.

The question of extending the anchorage and of affording wharfage room for the German and Japanese companies has been kept in view, but no important step was taken till after the end of the year.

My assistance was asked to secure protection for an engineer who desired to visit certain coal mines in the interior about the beginning of July, but the times were so unpropitious that, after consulting the Chinese officials, I deemed it my duty to prevail upon this gentleman to postpone his journey and send a native in his place. The same matter came up in another form in December, but again the intended journey was postponed.

A native match-factory was opened in the spring in the suburbs of Kiukiang, under the patronage of the local officials. The making of the match-boxes appears to be let out among the inhabitants of several neighbouring villages and to afford employment to a great many poor people. I am told that the bulk of the product goes to Hankow, as the natives here object to the sulphur used in this manufacture, but I have already noted that the founding of this factory coincides with a marked decrease in the importation of matches from Japan.

The summer and autumn were unusually hot and dry. A temperature of over 100 degrees in the shade was registered on about 20 days, 104 degrees on four days (August 13, 14, 15, and 18). The drought caused the Yangtze to fall towards the end of the year lower than it had been at a corresponding season for over 30 years. Navigation became somewhat difficult, and by December it was questionable whether the ordinary river steamers would be able to accomplish their journeys. There were several cases of vessels grounding, but no really serious accident.

I have to thank Mr. T. F. Hughes, Commissioner of Customs, for courteously granting me access to the returns upon which the figures embodied in and appended to this report are founded, and also to acknowledge the assistance received by reading his report on the trade of the year.

Table I.—RETURN of the Principal Articles of Export from
Kiukiang during the Years 1900-1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Beans and peas	Cwts. ...	343,354	70,711	213,996	33,858
China-root	" ...	3,261	5,290	5,102	5,968
China-ware, fine	" ...	11,842	29,333	63,770	90,598
" coarse	" ...	21,535	16,845		
Cotton, raw	" ...	4,431	8,010	...	...
Crackers, fireworks	" ...	2,142	2,879	...	...
Feathers	" ...	1,374	2,114	614	891
Grass-cloth, fine	" ...	2,467	18,051	10,389	39,316
" coarse	" ...	10,856	35,384		
Ground-nuts	" ...	8,589	2,042	20,427	5,623
Hemp	" ...	95,689	87,696	53,519	53,440
Hides, cow	" ...	2,181	6,038	...	...
Indigo, liquid... ..	" ...	64,150	56,327	79,324	57,651
Lotus nuts	" ...	1,545	2,168	1,237	1,581
Mats, bamboo	Pieces ...	209,838	4,875	235,616	5,349
Paper, 1st quality	Cwts. ...	15,338	30,451	211,331	133,909
" 2nd quality	" ...	74,939	63,706		
Seed, melon	" ...	10,131	5,955	89,011	43,622
" sesamun	" ...	106,256	41,699		
Skins, assorted	Pieces ...	63,089	1,832	...	...
Tallow, vegetable	Cwts. ...	8,330	8,712	12,796	12,825
Tea—					
Black	" ...	146,688	414,974	196,158	433,349
Green	" ...	43,854	170,699	48,692	218,377
Brick	" ...	60,794	78,624	51,610	56,525
Tablet	" ...	1,200	2,488	1,345	2,696
Leaf	" ...	5,611	3,622	...	...
Tin, compound	" ...	1,836	3,606	...	...
Tobacco, prepared	" ...	4,435	9,863	9,058	13,006
" leaf	" ...	98,320	50,204	83,792	53,908
Wheat	" ...	16,764	2,947	...	...
Other exports... ..	" ...	...	10,256	...	26,334
Total ... ..	...	...	1,246,963	...	1,338,696

Table II.—RETURN of the Principal Articles of Import into Kiukiang during the Years 1900-1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
			\$		\$
Foreign Goods.					
Opium—					
Malwa	Cwts. ...	2,636	245,736	3,056	256,473
Patna	" ...	10	844	8	1,407
Persian ... ..	" ...	...	...	1	82
Cotton goods—					
Shirtings—					
Grey	Pieces ...	118,368	56,263	175,500	71,967
White	" ...	68,527	51,809	79,555	52,091
Other kinds	" ...	7,427	4,979	10,324	5,100
T-cloths	" ...	18,520	8,036	30,710	11,356
Drills	" ...	12,885	7,255	11,115	5,842
Jeans	" ...	4,020	1,554	...	...
Sheetings—					
English	" ...	45,681	26,990	78,018	38,046
Bombay	" ...	4,330	2,352	2,980	1,349
American	" ...	3,238	1,998	5,120	2,788
Chintzes and prints	" ...	13,527	3,612	13,961	4,272
Turkey-red cottons	" ...	10,728	3,632	12,452	4,200
Cotton—					
Lastings	" ...	11,673	13,621	29,911	28,244
Italians	" ...	16,966	13,130		
Velvets	" ...	2,312	2,454		
Flannels	" ...	7,120	2,667		
Yarn—					
English	Cwts. ...	537	2,395	1,289	4,609
Indian	" ...	51,244	169,521	55,502	170,382
Japan	" ...	45,265	147,196	61,790	172,466
Other cotton goods ... ..	" ...	...	3,324	...	4,194
Woolen goods—					
Camlets, English	Pieces ...	3,771	7,387	4,110	8,014
Long ella	" ...	4,670	4,847	5,715	5,619
Spanish stripes	" ...	1,896	4,011	2,172	4,146
Cloth, broad and Russian	" ...	424	3,452	792	6,127
Woolen yarn	Cwts. ...	185	2,370	189	2,111
Other woolen goods ... ..	" ...	...	2,563	...	3,690
Metals—					
Iron wire	Cwts. ...	5,150	4,097	30,579	12,867
Other iron goods	" ...	10,364	3,559		
Tin, in slabs	" ...	1,810	9,995		
" plates	" ...	112	87		
Lead, in pigs	" ...	12,585	12,236	14,452	11,101
Steel plate cuttings	" ...	11,908	4,584	18,495	5,983
Other metals ... ..	" ...	...	2,203	...	2,406
Sundries—					
Bêche-de-mer	Cwts. ...	351	2,818	629	5,568
Birds-nests	" ...	20	2,899	...	...
Braid, llama	" ...	44,019	1,515	54,350	1,908
Coal	Tons ...	1,731	2,333	1,990	2,551
Cuttle-fish	Cwts. ...	964	2,746	...	...
Dyes, aniline ... ..	" ...	...	5,728	...	7,293
Furs	Pieces ...	1,928,924	4,899	2,981,042	7,802
Ginseng, American—					
Clarified	Cwts. ...	61	15,693	114	2,787
Crude	" ...	35	4,441		
Matches, European	Gross ...	65,910	2,283		
" Japan	" ...	54,155	1,828		
Medicines ... ..	" ...	...	1,975	...	...
Oil, kerosene—					
American	Gallons ...	1,183,810	29,687	1,987,826	33,712
Russian	" ...	1,173,420	30,576	936,960	18,480
Sumatra	" ...	37,900	943	7,500	158
Paper	Cwts. ...	338	1,763	...	...
Pepper	" ...	2,410	7,784	2,639	7,373
Sandalwood	" ...	2,430	5,755	4,031	8,068
Seaweed	" ...	62,601	24,067	72,967	25,476
Sugar—					
Brown	" ...	27,173	16,856	95,945	72,656
White	" ...	11,625	9,193		
Refined	" ...	49,842	45,153		
Candy	" ...	4,880	5,317		
Umbrellas, cotton	Pieces ...	45,360	2,324	...	...
Other foreign goods ... ..	" ...	...	27,093	...	46,690
Total foreign goods ... ..	...	...	1,089,579	...	1,188,670

RETURN of the Principal Articles of Import into Kiukiang during the Years 1900-1899—continued.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
NATIVE GOODS.					
Cotton yarn	Cwts. ...	38,582	124,004	49,498	138,209
Cuttle-fish	" ...	13,298	37,654	8,079	19,124
Fish, dried and salt ...	" ...	1,173	3,071	1,303	2,943
Fungus	" ...	707	2,286	675	2,063
Medicines ... ..	" ...	...	1,887	...	2,454
Nankeen	Pieces ...	887	6,622	1,293	10,059
Opium	Cwts. ...	10	462	12	654
Silk, all sorts	" ...	60	3,942	98	5,486
Sugar	" ...	417	862	18,750	13,552
Tobacco, prepared ...	" ...	1,063	3,881	1,193	4,236
Other native goods ...	" ...	...	20,382	...	38,885
Total native goods ...	...	...	204,453	...	237,654
Grand total ... ..	...	...	1,294,082	...	1,426,324

Table III.—RETURN of all Shipping at the Port of Kiukiang during the Year 1900.

ENTERED.

Nationality.	Steam.		Sailing.		Total.		Total Value of Cargo. £
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
Under General Regulations—							
British	851	1,000,035	1	1,650	852	1,001,685	904,397
Chinese	239	348,734	53	13,178	292	361,910	391,117
Japanese	188	116,451	...	...	188	116,451	1,720
German	180	232,637	...	...	180	232,637	...
	1,458	1,696,767	54	14,828	1,512	1,711,593	...
Under Inland Steam Navigation Rules—							
Chinese	399	10,835	...	...	399	10,835	...
Total	1,857	1,707,592	54	14,828	1,911	1,722,418	1,297,234
„ 1899	1,620	1,414,678	64	17,970	1,684	1,432,648	1,428,765

CLEARED.

Nationality.	Steam.		Sailing.		Total.		Total Value of Cargo. £
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
Under General Regulations—							
British	851	1,000,035	2	549	853	1,000,584	816,582
Chinese	239	348,734	107	14,621	346	363,355	431,261
Japanese	188	116,451	...	...	188	116,451	...
German	180	232,637	...	...	180	232,637	...
	1,458	1,696,767	109	15,170	1,567	1,711,937	...
Under Inland Steam Navigation Rules—							
Chinese	399	10,835	...	...	399	10,835	...
Total	1,857	1,707,592	109	15,170	1,966	1,722,762	1,247,843
„ 1899	1,617	1,414,672	88	14,976	1,705	1,433,648	1,360,576

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF CANTON.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2512.

Presented to both Houses of Parliament by Command of His Majesty,
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Report on the Trade of Canton for the Year 1900

By MR. CONSUL-GENERAL SCOTT.

(Received at Foreign Office, July 9, 1901.)

The gross value of the trade of Canton during the year 1900 **Total trade.** as recorded in the returns of the Imperial Maritime Customs, which take cognisance only of the trade imported and exported in foreign bottoms, as compared with the year 1899 (the difference in exchange being about $3\frac{1}{2}$ per cent. in favour of 1900) was 8,231,714*l.*, against 8,873,771*l.*, showing a decrease of 642,057*l.* **Decrease.** Large as this decrease is it still leaves the trade of the year 1900 the largest on record with the exception of the year 1899.

The result of the year's trading may, therefore, as it stands be considered highly satisfactory and of large promise for the future of the port, but when the figures are analysed it will be seen that they are far more satisfactory than at first appears.

Both foreign imports and native imports show a sterling increase, the falling-off has occurred entirely in exports, almost altogether in the one item of silk.

It may here be stated that, owing to the fact that large quantities, that indeed the bulk of the trade in many of the principal articles of native produce and foreign and native imports are conveyed to and from Hong-Kong in native craft which do not come within the purview of the Imperial Maritime Customs, the statistics of the trade of the port available are extremely imperfect and by no means show the actual quantities exported and imported, which are much greater than those stated.

The value of the import trade as compared with that of 1899 **Imports.** was 2,132,449*l.*, against 2,079,294*l.*, a slight increase due to the difference in the exchange.

There is no doubt that this nominal increase would have been a real and substantial one had it not been for the large transference and divergence of the trade in certain important items, notably in cotton yarn and kerosene oil. The transference has been from foreign bottoms to native craft, and has been caused by the facilities in the way of lighter taxation offered by the native Chinese fiscal authorities on goods so carried, and the transference has been a divergence of a certain proportion of the trade from

the route viâ Canton direct to the ports on the West River and also to the various ports on the seaboard and in the delta, goods destined for which are taken cognisance of and the native duties are collected at the customs stations of Kowloong and Lappa. There are, however, no grounds for thinking that the consumption of these classes of foreign goods in any way decreased during the year, there is on the contrary every reason to believe that it increased.

Yarn. The import of yarn, British and Indian, has apparently fallen off from 6,442,135 lbs., valued at 123,174*l.*, to 1,562,532 lbs., valued at 33,789*l.*, a decrease of 4,879,603 lbs. in quantity, and 89,485*l.* in value. In like manner the small quantity of Japanese yarn imported into this market fell from 14,801 to 5,200 lbs.

Kerosene oil. In the same way and for the like reasons there was a heavy decrease in the import of kerosene oil. In 1899 of the three kinds of oil consumed here American, Russian, and Sumatran, 7,712,180 gallons, valued at 169,652*l.*, were imported, in 1900 only 1,837,627 gallons, valued at 47,708*l.*, came to Canton in foreign bottoms, a decrease of 5,875,553 gallons in quantity and 121,944*l.* in value. The loss in value on the import of these two items alone has, therefore, been 211,429*l.*

In raw cotton, iron, and other articles there has also been in a large measure the same transference of the import trade which, at any rate, has resulted in the important advantage that the foreign goods concerned have reached the consumers at a less cost than would otherwise have been the case.

The import of the remaining principal articles enumerated in the appended table is, on the whole, satisfactory.

Opium. Opium, which still remains by far the most valuable item representing as it does nearly one-third of the whole of the foreign imports in value, shows a slight increase of some 500 lbs., the figures being 921,997 lbs., valued at 669,628*l.*, in 1900, against 921,490 lbs., valued at 605,912*l.*, in 1899. Indian opium, apart from the native drug, is alone consumed in this market, and except that there was an increase in the import of Patna at the expense of Malwa, the trade does not call for remark. It is said that large quantities, as much as 50 chests a month, reach the west part of the province through the French concession of Kuang Chou Wan; it should seem, however, that during the past year it has not affected the inland markets supplied from Canton. It is probable that the import of opium at Kiungchow and Pakhoi will show a decrease for the year.

Cotton goods. With the exception of T-cloths, figured cottons and Japanese cotton cloth, which have fallen off to some extent, the 13 principal articles of cotton piece-goods all show an increase which, in some cases, is considerable.

Grey shirtings have increased from 80,587 to 98,040 pieces, white shirtings from 150,140 to 152,872 pieces, dyed cottons by 200 pieces, British drills from 7,075 to 8,461 pieces, handkerchiefs from 28,039 to 34,388 dozens, the general tendency of the trade being upwards, a result of the year's trading, which was certainly

not anticipated by those engaged in it in Hong-Kong. It is, of course, possible that a less quantity left Hong-Kong in native craft but that does not appear at all probable.

The trade in woollens is not important here, but the principal **Woollens.** items, British camlets, lastings, long-ells, Spanish stripes, lustres, all show a fair advance with the exception of long-ells.

Metals are also not largely imported here. In copper, imported **Metals.** mainly for minting purposes, there is a large increase, from 94,530 lbs. in 1899 to 839,733 lbs. in 1900, valued respectively at 2,087*l.* and 31,139*l.* Many of the other items show a comparative decrease, but it is understood that this is due to a transference of the carrying trade as in the case of other goods.

Of the long list of goods imported under the heading of **Sundries.** "sundries," it may be asserted that the fluctuations, either upwards or downwards have been normal, except in the case of goods imported from Tientsin and Newchuang. It is in these articles alone, and then only in a much less degree than could have been expected, that the baneful influence of the political troubles in the North has affected the import trade of this district during the year.

Of foreign sundries it may be noticed that wheat flour has **Flour.** increased in round numbers from 26,000,000 lbs. to 29,000,000 lbs. Although it is impossible that flour will ever become the staff of life of the people in this part of China, superseding rice in the case of the well-to-do, and sweet potato gruel in that of the very poor, there is no doubt a much larger consumption to be anticipated than at present. Wheat-flour is and must remain a comparative luxury. It is used chiefly in making the pastry of all kinds of meat, fruit, and vegetable dumplings, and in cakes of various kinds. A very small quantity only is used by the Chinese in the form of bread. At present Californian flour holds a monopoly of the trade, but it seems possible that Australian flour might find a market here and compete successfully with the American article.

Japanese matches, which are now alone enumerated in the **Matches.** returns show a slight falling-off, from some 924,000 to 889,000 gross.

White indiarubber shoes, which are used as shoes and not as a **Indiarubber shoes.** protection from the wet, increased from 8,761 to 20,364 pairs.

Aniline dyes fell off slightly.

Aniline dyes.

There is a considerable and probably increasing demand for all kinds of electrical apparatus in the shape of phonographs, telephones, Röntgen-rays apparatus, gramophones, cinematographs, some for business purposes; but even the Röntgen-rays apparatus is looked upon as a toy, and when in a carved wood shop a short time since, I was asked by the enterprising proprietor if I would not like to see my own heart, and found a Röntgen rays apparatus, with an oil engine, dynamo, and storage batteries, all in full working order.

The total value of the export trade was only 3,268,531*l.*, as **Exports.** against 4,040,872*l.* in 1899, a decrease of no less than 772,341*l.* In silk from the steam filatures alone there was a decrease of 1,185,231 lbs., valued at 822,240*l.*, which at once accounts for the

falling-off in the export trade, and indeed much more than accounts for it. In all other articles there have been the normal fluctuations, about which any remarks are useless, as owing to the export of produce to Hong-Kong in native craft, except in the case of a few articles, no statistics are obtainable.

Silk trade.

The following report on the silk trade has been kindly furnished to me by a firm doing a large business in that article:—

"The trade in this staple has not been directly affected by the disturbances in the north except in so far as a general want of confidence has been engendered, restricting advances both by native banks and foreign merchants.

"The total export to Europe and America has shown a great falling-off, being only 26,731 piculs (3,564,133 lbs.), against 37,352 piculs (4,980,266 lbs.) in 1899. This deficiency is due to the reduced yield of nearly all the crops of the current season, and, in spite of the short production, business has been unprofitable alike for foreign merchants and native rulers. The causes have been a much reduced demand from all consuming markets and a consequent gradual shrinkage in values which were abnormally high at the end of 1899. A further factor has been the competition of cheap Japan silk, especially on the American market.

"The year 1900 opened on the basis of 1,150 dol. (say 115*l*.) for best No. 2 9/11 filatures and prices advanced slightly during January, relapsing again in February with an almost uninterrupted decline to about the middle of June, when values steadily advanced owing to buyers fearing an interruption to trade in Canton from the political disturbances in the north. But these fears were not realised and prices again declined towards the end of July, this decline continuing until the beginning of October, when the lowest point of the year was touched, 700 dol. (70*l*.) for best No. 2 9/11 filatures, say a decline of about 40 per cent. from the value in January. The operations of an Italian Syndicate then caused an advance of about 120 dol. (12*l*.) per picul (133 lbs.), but the demand not being maintained and money being very scarce, prices again slowly relapsed, and, in spite of great resistance on the part of natives, assisted by the short crops, values continued to decline until the end of the year, when they closed at only 3 to 4 per cent. above the lowest point in October.

Waste silk.

"Exports of waste silk, exclusive of pierced cocoons, to Europe and America were only 22,179 piculs (2,957,200 lbs.), against 36,971 piculs (4,929,466 lbs.) during the previous year, and business in this article has also proved unremunerative, although not so much so as with raw silk. With slight fluctuations, values of steam waste show a decline of 35 per cent. since the beginning of the year."

In the above memorandum my informant points out that the political troubles up north had no direct effect on the silk trade here. This would appear sufficiently extraordinary, but when it is remembered that what at first threatened to be a serious rebellion occurred in the Waichow prefecture during the months of October

and November, and that the silk-producing districts were the centre of the very serious anti-convert trouble resulting in the destruction and looting of houses and property to a very great extent, the fact that the silk and all other trades were not injured to a recognisable extent—and such, no doubt, was the case—is incomprehensible. They ought to have been and were not, and that is really all that can be said.

There is every hope and prospect that the silk trade will recover and have a most prosperous future before it: had it not been for the abnormal quantity exported and the unprecedented prices paid in 1899, the trade of 1900 would by no means have appeared so unfavourable, it would have ranked at least as an average year.

But when we come to the tea trade a very different state of affairs presents itself. Not only was there again a heavy falling-off in quantity, but the trade was unprofitable, and the outlook for the future can only be described as dismal in the extreme. I can only hope for the sake of those engaged in this once great trade that the views of those to whom I applied for information are too pessimistic, although it must be admitted that ample justification is found in the figures supplied. In the case of tea the returns of the Imperial Maritime Customs do not represent the trade at all, as most of the tea leaves this district for transshipment to sea-going steamers in Hong-Kong by native craft.

The figures supplied by my informants for the comparison are as follows:—

Year.	Quantity.	
	Congous.	Scented Capers.
	Lbs.	Lbs.
1891-92	1,883,957	8,979,238
1893-94	1,306,880	5,926,547
1899-1900	214,316	3,653,803

Such figures, they justly remark, do not need much comment.

Much as the gradual disappearance of the Canton tea trade is to be deplored, there seems to be no mystery about it. Canton congous and scented capers are not now wanted: few people drink them and foreigners cannot offer remunerative prices to the native producers. These latter now, instead of making congous for consumption by foreigners, unless congous are actually ordered, manufacture Pouchong tea instead. The trade in Pouchong tea is entirely in native hands and it goes to all countries to which Chinese have emigrated, and is consumed by them only. My informants incidentally remarked that as in this Pouchong tea business so it is in other trades, and that where there are Chinese at both ends of a trade route there is little or no chance for traders of any other nationality; they thrive where other merchants could not pay expenses.

The Canton scented teas are essentially teas for blending. They are being driven out of the market by Indian and Ceylon teas, and my informants say no one would be surprised if the demand for those teas ceased altogether. It seems very probable that this may be so, meantime it does not appear that anything can be done to save the trade. It is understood that it is divided between three or four firms and that there really is not profitable business enough for one.

Matting.

In the export of matting a like discrepancy in the actual trade and that recorded by the returns exists, as was noticed last year. The customs returns show that 126,733 rolls of matting, valued at 84,145*l.*, were exported, as compared with 94,775 rolls, valued at 58,276*l.*, in 1899, but in a report I have obtained from one of the principal exporting firms it appears that the total export of matting during 1900 from Canton to America, New York being the principal market, amounted to 460,000 rolls, say, 10,000 rolls in excess of last year. This does not include the shipments to the Continent of Europe and to the United Kingdom, which fell off some 40 per cent. as compared with the previous year.

The trade was unfavourably affected during the year by strikes among the matting makers, and the shortness and want of quality of the straw crop. Prices ruled high, however, throughout the year, and on the whole the favourable prospects of the trade in 1899 appear to have been realised, and in future the trade will probably continue to increase.

Camphor and cassia.

The remainder of the exports call for no special remark. Camphor and cassia lignea increased, the first from 125,150 lbs., valued at 3,561*l.* sterling, to 224,000 lbs., valued at 6,118*l.* sterling, and the latter from 383,313 to 612,800 lbs., valued at 7,958*l.*

These and the other articles specially mentioned are all intended chiefly for the foreign market, the remaining exports being on the whole intended for the home market or for consumption by Chinese in the Straits Settlements, Sumatra, Java, &c.

**Bangles.
Buttons.**

No less than 1,432,266 lbs. weight of glass bangles were exported, valued at 33,653*l.*, and brass buttons of the value of 20,982*l.* These articles are also largely exported to the northern ports, and, as was to be expected, the export fell off in the case of the former by 10,000*l.*, and in the case of the latter by about 15,000*l.*

**Sugar.
Fresh eggs.**

Sugar also decreased, but fresh eggs rose from 21,000,000, valued at 31,000*l.*, to 27,500,000, valued at 46,855*l.*

The fluctuations in the remaining exports were normal, with the exception of those destined mainly for the northern ports, in which there was generally a falling-off.

Shipping.

The general shipping of the port shows an increase in the number of trips made by the steamers engaged in the trade, but a decrease in tonnage. This state of affairs is brought about by the number of small steamers, practically steam launches, moving between Hong-Kong and Canton under foreign and Chinese flags.

The total entries and clearances and total tonnage as compared with 1899 were 7,080 vessels of 3,507,644 tons in 1900, against 6,930 vessels of 3,696,996 tons in 1899.

The feature of the shipping trade of the year was the transference of the fine fleet of the Chinese company—the China Merchants' Steam Navigation Company—in June to various foreign flags on the outbreak of the troubles in the north. A fair number were transferred to the British flag, but the nature of the transaction was clear, as the business of the steamers in Canton was still conducted at the offices and by the staff of the China Merchants' Company and no one else.

The tonnage of steamers under the Chinese flag only decreased from 469,285 to 354,724 tons, while the number of ships entered and cleared rose from 2,968 to 3,446, a very astonishing result, as the Chinese flag or merchant steamers, except in the one steamer running between Canton and Macao, was not seen in Canton waters.

British shipping decreased both in number of ships and in tonnage, in spite of the transference of steamers from the Chinese to the British flag. In 1900 only 3,362 vessels of 2,911,194 tons entered and cleared, against 3,671 vessels of 2,985,976 tons in 1899. Of the other flags, ships under the American increased from six to 34 of 338 and 22,722 tons respectively. Under the German flag there was a decrease from 210 vessels of 187,434 tons to 160 vessels of 153,992 tons, while under the Swedish and Norwegian flag the number of vessels was identical, and the tonnage only some 400 tons larger. Among the other flags the changes were unimportant.

Of sailing vessels there were 101, of 17,149 tons. These were all lorchas and were towed for the most part between Canton and Hong-Kong with coal, kerosene, &c. 94 vessels, of 16,392 tons, were under the British flag, and seven vessels of 757 tons under the French flag.

The Hong-Kong, Canton, and Macao Steamboat Company, finding that the type of vessel hitherto used in the trade between Canton and the West River ports of Samshui and Wuchow was unsuitable, have caused two stern-wheel light draft river steamers of 348 tons each to be built in Hong-Kong from plans sent out from the United Kingdom. One of these steamers the "Nanning" has been running since the end of November, the other was to be delivered early in 1901. The accommodation and fittings of this steamer for passengers, both Chinese and foreign, leave little to be desired, and it is to be earnestly hoped the enterprise of the company may meet with reward, but the competition with far more cheaply run Chinese launches is severe, and the actual amount of goods to be carried not very large. It is very possible that were, as has been recommended, the Inland Water and West River Regulations for steamers registered in Canton and not leaving China amalgamated, the success of this new venture would be secured. The events of the past year, however, and the present position of affairs, has rendered it impossible that such matters

should receive attention. It seems probable that in the near future the chief difficulties in the way of the proposal may be removed altogether.

Inland water
navigation.

Inland water navigation, so far as the passenger traffic and the number of launches engaged in the trade are concerned, flourished greatly during the year.

Since the opening of the inland water navigation in 1899 launches, to the number of 252, have been registered at the customs, but on December 31 last the actual number running was only 188, the remainder being laid up or sold to Hong-Kong. The aggregate tonnage of these launches was 2,883 tons. Under the British flag there were 13 of 125 tons, under the French flag two of 24 tons, under the German flag one of 55 tons, and under the Chinese flag 172 of 2,379 tons.

The extent of the business will be appreciated from the following table:—

RETURN of Steam Launches Entered and Cleared under the Inland Water Regulations during the Year 1900.

Nationality.	Number of Vessels.	Tonnage.
British	4,388	155,000
American	256	4,140
German	2,288	58,088
French	720	8,960
Chinese	125,320	1,492,670
Total	132,972	1,708,858

This gives a daily average of entries and clearances of 364 launches of 4,168 tons. No great quantity of goods was conveyed, but the passengers carried partly in the launches themselves, but chiefly in towed passenger boats amounted to not less than 2,000,000. I think the above figures are somewhat astonishing. I doubt whether the most sanguine person anticipated that in the short space of two years this result could have been obtained. The throwing open of the inland waters to steam traffic is undoubtedly a great success here, and the traffic will probably increase although at the moment, I understand, the number of launches running is in excess of the requirements of the trade. It is, of course, understood that to the nearer inland marts, such as Chen-tsún and Fatshan, the launches make two or three trips a day, starting at six in the morning and finishing at nightfall.

The security with which these launches, manned entirely by Chinese, run is remarkable; but few accidents occur, and during the year but 22 "piracies" on the West River and the waters of the delta have been notified to the Consuls or Chinese authorities, which gives one for every 6,000 trips.

The furthest point to which inland navigation is carried is

to Sui-tung on the sea coast, a short distance from Kuang-Chou-Wan.

Two or three complaints of interference with goods under transit pass reached me during the year, but in each case the interference came chiefly not from the officials but from rival traders, and on the cases being brought to the notice of the authorities redress at once ensued. Transit trade.

The transit trade during the year, however, fell off somewhat. The value of the goods sent inland, under the protection of transit passes, decreased to the slight extent of between 1 and 2 per cent. only, but the number of passes taken out fell from 7,507 in 1899 to 5,298 in 1900. Of these 3,176 were applied for by British merchants, 2,062 by German, 59 by Japanese, and one by Chinese. The last, as is understood, was an experiment and the result is not likely to lead any Chinese merchant to take out transit passes in his own name. It is the virtual denial of the right of Chinese merchants to take out passes for foreign goods which constitutes the grave breach of the treaty stipulation in this matter on the part of the Kuang-tung authorities. All the goods sent inland under pass are Chinese owned; their origin, however, is foreign and they are entitled to protection.

The slight falling-off in the trade during the past year is, no doubt, in consequence of the transference already noticed of a large proportion of the foreign imports from foreign bottoms to native craft and is, as has been pointed out, caused by the under-selling of the Imperial Maritime Customs by the native fiscal authorities in the matter of import duties and inland charges, including likin.

Instructions having been received to prepare a table showing the quantity and value of the trade of Canton with the United Kingdom, British colonies and dependencies enquiries were set on foot, but it was at once found that no statistics other than those of the Imperial Maritime Customs were available in Canton, and that for this purpose they were useless and absolutely misleading. In Hong-Kong, which is the depôt for the foreign import and export trade of the whole world with Southern China, no information official or private or from the Chamber of Commerce could be obtained. British direct trade.

The returns of the Imperial Maritime Customs, full and admirable as they are, give hardly any indication as to the origin of imports and none at all as to the destination of exports. In the case of Canton, as has been pointed out in the body of this report, they are actually misleading in a high degree and show but a portion of the trade with foreign countries that reaches and leaves the district. No one seems able to form an opinion even of the quantity and value of the goods from and destined for foreign countries, entering and leaving Canton in native craft, transhipped in Hong-Kong, except that they are very large.

The preparation of the table demanded was attempted, but it was found that the figures were mere guess-work, and if carried out it could only have been not merely useless, but misleading.

To show the entire absence of information as to the trade in many or most articles, I may state that a former chairman of the Hong-Kong Chamber of Commerce states that even in the special line of business in which his firm was engaged he knew nothing of the destination of the goods imported into Hong-Kong, once they passed into the hands of the Chinese dealers in that place.

A rough approximation of the information desired if based on the customs returns of the import trade gives the following result:—

Opium, all of British origin, 669,600*l.*; cotton piece-goods, 191,000*l.*; all cotton yarn, except a small quantity from Japan, 33,700*l.*; woollens, 35,000*l.*; refined sugar, 31,000*l.*; the total of these items is 960,300*l.* This deducted from the value of the total foreign imports leaves 1,171,000*l.*, of this at least one-third may be claimed as derived from the United Kingdom and British colonies and dependencies—this gives 390,000*l.* in round numbers. At a low estimate, therefore, of the 2,132,000*l.* at which the foreign imports were estimated by the customs, 1,350,000*l.* may fairly be claimed as British.

In the case of exports it is very different. Silk is the great staple of this market. The whole value of the export trade was 3,268,000*l.* in round numbers. Of this silk, silk piece-goods, waste silk, &c., represented 2,291,000*l.* But a small portion of this was destined for any British market, although the bulk of the trade was done by British firms and financed with British capital. It seems probable that of the value of goods leaving Canton recorded by the customs not more than 500,000*l.* worth were destined for the United Kingdom, &c. This is probably a very liberal estimate, but it should be remembered that the whole foreign trade, import and export, is, as has been stated, handled, transhipped, and financed in Hong-Kong, a British colony.

General.

Owing probably to the political troubles of the year no advance has been made in the actual construction of the railways from Hong-Kong to Canton and from Hankow to Canton, nor have the projected waterworks, wharves, and embankments of the river been proceeded with. Negotiations have, however, taken place with respect to the three last, but the Chinese concessionaires appear short of money and it would seem that in the original concessions, or some of them, a clause forbidding the employment of foreign capital, rendering probable the interference of foreign Governments and Consuls, was specially inserted.

Many complaints of the result of the year's trading were heard on all sides and especially, and no doubt with much cause, in the silk trade, but on the whole merchants have done fairly well. At the New Year settlement some of the native silk hongers were in difficulties, but generally speaking it was favourable.

I have to express my acknowledgments to the Commissioner of Customs for access to the customs returns and to other gentlemen for their assistance on special points.

Annex I.—GROSS Value of the Trade of Canton in Foreign Vessels during the Years 1900–1899.

	Value.	
	1900.	1899.
	£	£
Foreign goods imported from foreign countries and Hong-Kong	2,124,985	2,079,299
Foreign goods imported from Chinese ports.. .. .	7,465	14,275
Chinese produce imported	2,830,733	2,753,395
" " exported to foreign countries	2,856,002	2,505,785
Chinese produce exported to Chinese ports	412,529	535,087
Total	8,231,714	8,887,841

Annex II.—RETURN of Principal Articles of Import into Canton during the Years 1900–1899.

Articles.	1900.		1899.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Opium Lbs.	921,997	669,628	921,480	605,913
Cotton goods—				
Shirtings, grey Pieces ...	98,040	24,667	80,587	27,585
" white " ...	152,872	70,378	150,140	77,550
T-cloths " ...	30,568	11,805	31,664	11,194
Towels Dozen ...	3,913	239	3,129	211
" Japanese " ...	25,460	1,684	22,449	1,369
Canton flannel Pieces ...	17,424	14,162	11,850	8,518
Japanese flannel " ...	68,085	13,174	57,239	10,865
Yarn—				
English Lbs.	163,866	4,985	230,000	6,733
Indian " ...	1,398,666	28,804	6,212,135	116,441
Japanese " ...	5,200	109	14,801	270
Woolen goods		26,345		31,868
Metals—				
Iron, nail, rod, and bar ... Lbs.	320,666	1,320	1,212,000	3,898
" sheet " ...	40,400	197	46,932	216
" old " ...	399,133	844	626,933	995
Lead " ...	14,356	88	16,667	102
Copper Tons ...	839,733	31,139	94,532	2,037
Coal Cwts.	38,743	43,872	45,762	47,967
Ground-nuts Lbs.	319,636	153,861	190,800	76,199
Wheat flour Lbs.	28,807,600	134,547	25,901,502	110,259
Cuttle-fish " ...	4,072,400	87,134	4,068,638	74,733
Aniline dyes " ...		21,842		21,647
Window-glass... .. Boxes ...	13,628	6,774	11,777	5,797
Indiarubber shoes Pair ...	20,364	2,768	8,761	851
Jadestones Tons ...	114	18,139	214	22,264
Leather Lbs.	187,733	5,840	136,279	4,096
Matches, Japanese Gross ...	888,906	83,253	923,839	32,846
Preserved milk Dozen ...	16,070	2,682	16,116	2,296
Kerosene oil—				
American Gallons ...	906,667	23,927	3,026,600	74,636
Russian " ...	291,000	7,451	3,237,565	65,148
Sumatra " ...	639,960	16,330	1,448,015	29,678
Socks Doz. pair...	40,709	6,730	36,447	3,701
" Japanese " ...	42,613	2,778	48,245	2,408
Sugar, white Lbs.	4,164,266	90,869	2,441,230	13,421
" brown " ...	36,133	134	533	2
Unenumerated		616,020		665,333
Total		2,132,449		2,079,299

RETURN of Principal Chinese Articles Imported into Canton
during the Years 1900-1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Beans	Tons ...	68,029	410,871	65,241	367,474
Native cotton cloth	Lbs. ...	1,422,666	98,825	1,815,675	95,663
Ground-nuts	Tons ...	41,124	393,237	49,382	402,909
Deer horns ... ..	...	...	70,806	...	95,324
Medicines	Lbs. ...	5,125,466	65,425	7,535,918	73,724
Vegetable oil	Cwts. ...	173,661	194,181	268,979	300,680
Rice	Tons ...	133,409	661,172	78,276	407,683
Silk piece-goods	Lbs. ...	143,266	160,844	250,166	169,224
Wheat	Tons ...	9,647	47,054	7,941	38,041
Satin	Lbs. ...	75,200	91,307	73,304	95,612
Raw silk ... ..	...	172,000	55,213	596,698	219,651
Sesamum seeds	Tons ...	11,486	201,242	11,762	151,415
Unenumerated ... ..	...	...	380,566	...	346,800
Total ... ..	...	...	2,830,733	...	2,763,600

Annex III.—RETURN of Principal Articles of Export from Canton
during the Years 1900-1899.

Articles.		1900.		1899.	
		Quantity.	Value.	Quantity.	Value.
Camphor	Lbs. ...	224,000	6,118	125,150	3,561
Cassia lignea ... ..	...	612,800	7,958	383,313	4,300
Glass bangles ... ..	...	1,432,266	23,653	1,668,846	43,948
Matting	Rolls ...	126,733	84,146	94,776	58,276
Silk—					
Raw, white	Lbs. ...	87,600	32,063	86,189	36,751
Steam flature ... ..	...	2,683,066	1,675,795	4,664,297	2,498,035
Refuse ... ..	...	777,200	47,661	388,322	23,601
Piece-goods ... ..	...	755,200	368,671	686,400	354,533
Embroidery ... ..	...	58,266	31,678	28,255	35,177
Various ... ..	...	...	115,105	...	112,508
Silverware	Lbs. ...	10,000	21,155	9,196	18,538
Tea, black ... ..	...	1,395,200	30,770	1,130,214	19,788
Tobacco, prepared ... ..	...	2,740,000	53,254	3,721,977	73,177
Sugar ... ..	...	23,829,600	89,663	26,159,930	96,343
Eggs, fresh	Number ...	27,405,300	46,955	21,669,910	31,130
Buttons ... ..	...	...	20,982	...	36,064
Unenumerated ... ..	...	...	583,105	...	595,142
Total ... ..	...	...	3,268,531	...	4,040,872

Annex IV.—RETURN of Steamers at the Port of Canton during the Year 1900.

Nationality.	Inwards.		Outwards.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British* ..	1,678	1,455,406	1,684	1,455,788	3,362	2,911,194
American ..	16	11,357	18	11,365	34	22,722
German ..	80	76,996	80	76,996	160	153,992
Norwegian and Swedish ..	29	23,865	29	23,865	58	47,730
Russian ..	1	542	1	542	2	1,084
Japanese ..	6	6,541	6	6,541	12	13,082
Portuguese ..	3	227	3	227	6	454
Chinese ..	1,706	175,238	1,734	179,491	3,440	354,729
French ..	2	14	2	14	4	28
Austro-Hungarian	1	1,317	1	1,317	2	2,634
Total ..	3,522	1,751,498	3,555	1,756,146	7,077	3,507,644
" 1899..	3,453	1,843,355	3,435	1,843,641	6,888	3,686,996

* These are principally river steamers plying between Canton and Hong-Kong.

Annex V.—RETURN of Steam Launches plying under the Inland Waters Steam Navigation Rules.

Nationality.					Number.	Total Tonnage.
British	..	..	..	..	13	425
Chinese	..	..	..	..	172	2,379
French	..	..	..	..	2	24
German	..	..	..	..	1	55
Total	..	..	..	..	188	2,883

NOTE.—Size of launches = 250 tons downwards.

FOREIGN Firms Established at Canton.

Nationality.					Number.
British	..	..	..	..	23
German	..	..	..	..	10
American	..	..	..	..	7
French	..	..	..	..	4
Italian	..	..	..	..	2
Total	..	..	..	..	51

Annex VI.—TRANSIT Trade Inwards during the Years 1900–1899.

Articles.	1900.			1899.		
	Value Imported.	Value of Quantity sent Inland under Transit Pass.	Per-centage.	Value Imported.	Value of Quantity sent Inland under Transit Pass.	Per-centage.
	£	£		£	£	
Cotton goods ...	254,281	68,344	26·87	343,392	124,268	36·3
Woollen goods ...	35,387	2,073	5·86	31,868	2,883	9·0
Metals ...	42,286	1,496	3·53	15,208	5,533	36·4
Matches ...	33,253	14,360	43·15	32,843	18,828	57·3
Kerosene oil ...	47,709	26,675	55·91	163,163	79,022	47·0
All other goods ...	1,712,089	6,518	0·38	1,488,820	21,445	1·4
Total ...	2,124,985	119,456	5·62	2,079,299	261,979	12·1

INWARD Transit Passes taken out during the Year 1900.

Nationality of Firm.						Number.
British	3,176
German	2,062
Japanese	59
Chinese	1
Portuguese	10
Total	5,308

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CHINA.

REPORT FOR THE YEAR 1900

ON THE

TRADE OF PAKHOI.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2437.

*Presented to both Houses of Parliament by Command of His Majesty,
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Report on the Trade of Pakhoi for the Year 1900

By MR. ACTING-CONSUL SAVAGE.

(Received at Foreign Office, July 8, 1901.)

The total value of the trade of Pakhoi for the year 1900 was **Total trade.** 601,654*l.*, the equivalent (at the average rate of 3*s.* 1½*d.* per Haikwan tael) of 3,876,466 Haikwan taels.

As compared with the total of 1899, the trade of the port **Chief features.** shows a falling-off of about 20,000*l.*, or a little over 3 per cent., **Decrease.** the import trade showing a decrease of some 50,000*l.*, while the exports have risen by nearly 30,000*l.* The fact of the average value of the Haikwan tael having risen from 3*s.* 0½*d.* to 3*s.* 1½*d.* **Rise of exchange.** adds a little to the decrease.

Considering the great and general loss to the trade of China **Remarks.** occasioned by the troubles in the north, as well as other circumstances which have contributed to reduce the trade of Pakhoi in particular, this falling-off cannot be held to be a very serious one, and it is even probable that, under normal conditions, the total trade of the port would have reached its average level. But it is significant that the decrease has been confined entirely to the imports, and signs are not wanting that the import trade of Pakhoi will fall considerably lower before it touches bottom.

The causes which have mainly contributed to this result are **Causes of decrease.** the development of the West River trade, the low exchange value of silver in copper cash, and the absence of all customs barriers around the free port of Kwang-Chow-Wan.

As an instance of the extent of which the opening of the West **The West River.** River affects the import trade of Pakhoi, it may be mentioned that, whereas, at Wuchow, the import of grey and white shirtings rose during 1900 to some 222,277 pieces, as compared with 153,630 pieces in 1899, there was at Pakhoi a falling-off in the same articles from 43,541 pieces in 1899 to 31,457 pieces in 1900.

On the other hand, the Haiphong-Mengtzu route which, until **The Tonking trade routes.** the end of March, 1900, showed a steady increase of trade, offered no serious competition to Pakhoi during the rest of the year, owing to a war scare and the expectation of troubles along the Tonking border.

The Hanoi-Lungchow route is not yet complete, although a broader gauge has now been carried through from Gia-Lam to Langson. The Langson-Lungchow section, however, is as yet in its first stage of preparation; this route, therefore, cannot as yet be considered as a rival to Pakhoi for the overland trade.

Effect of
opening of
Kwang-
Chow-Wan.

The effect on the trade of this port of the opening of Kwang-Chow-Wan as a free port has been far more serious, although it is very unlikely to be permanent, in one sense.

Negotiations for the establishment there of a custom-house for the collections of duties on the same lines as at Kiaochow were, I am told, interrupted by the outbreak of the Boxer movement, and have apparently not yet been resumed. Meanwhile, a considerable amount of goods have been smuggled through the free territory, especially opium, kerosene, and cotton yarn, whereby the Kaochow, An-p'u, and Leichow markets have been supplied, to the detriment of Pakhoi and Hoihow.

It is not to be expected in any case that the opening of Kwang-Chow-Wan will not seriously affect Pakhoi even after the establishment of a custom-house or customs barriers. Its very proximity to the three above-mentioned districts is bound to give it the preference as far as they are concerned, supposing that the development of its trade is not hampered by monopolies and other obstructive measures.

Rise in
exports.

The noticeable increase in exports was due mainly to a rise in the price of food-stuffs, especially in the case of dried and salt fish, which found a ready market in the Straits, and in that of sugar, the rise in which coincides with a lessened export from Swatow. Tobacco leaf, for Japanese markets mainly, showed a rise of some 50 per cent. Star aniseed, on the other hand, disappeared almost altogether from the export list, while camphor, fruits, feathers and leather improved considerably.

There seems to have been a general wish among the Chinese merchants to realise capital on the goods exported to Hong-Kong—where, as a matter of fact, they fetched high prices—and a disinclination to re-invest their money in a corresponding supply of imports, no doubt on account of the uncertainty of the political outlook.

Shipping.
French.

The shipping returns show an increased tonnage under the French flag which is due in a large measure to the establishment of a fortnightly mail service between Haiphong and Hong-Kong viâ Pakhoi, Hoihow and Kwang-Chow-Wan. Only one steamer, the ss. "Hué," of the fleet of Messrs. Marty and d'Abbadie, was employed for this purpose; she started running on June 7. Although authorised to carry cargo, this steamer has hitherto seldom, if ever, taken in or discharged cargo at this port, though she generally carries supplies and other goods from Hong-Kong to Kwang-Chow-Wan. The competition for the shipping trade of the port was, on the whole, slack throughout the greater part of the year. There was a falling-off of German shipping, only 44 trips having been made by the steamers of Jebsen and Co., as against 58 trips last year.

German.

In the month of December the British flag appeared in the British harbour after a total absence therefrom of several years' duration. Hard pressed by the competition of Japanese subsidised lines, the British firm of Douglas, Lapraik and Co. sought a new field of operations for their steamers, which began to run between Hong-Kong and Haiphong and pay occasional visits to Pakhoi, where an agency was started. Threatened in their practical monopoly of the shipping trade of this port, the firms of Jebsen and Co. and A. R. Marty waived their old rivalry and united together to keep out the newcomers. The result was to lower the somewhat extravagantly high rates which had hitherto prevailed, and to increase the carrying trade.

Pakhoi can boast of but one European merchant, a partner in the German firm of Schomburg and Co., whose chief business establishment is situated at Hoihow. The shipping firms of A. R. Marty and Jebsen and Co. are only represented by Chinese agents, and as a matter of fact, the trade of the port is wholly in the hands of Cantonese commission-agents, who buy and sell in the Hong-Kong markets on behalf of their inland constituents. Imports.
General
condition of
import trade.

In these circumstances it becomes very difficult—for the statistics of the Imperial Chinese Maritime Customs do not include the necessary data—to form a correct estimate of the relative share of the total trade which falls to any one foreign country. It is only by personal examination of the goods imported, and the trade-marks they bear, that one is enabled to get an idea of their origin; for even the best informed of the Chinese trades-people know only the nature of, and their own conventional denomination for the goods they require, and have but a very imperfect notion of their provenance. British share
of import
trade.

Of the cotton piece-goods I examined in the best shops, those of British manufacture greatly predominated. Cotton goods.

The grey and white shirtings, T-cloths, Turkey-reds, velvets, damasks, cambrics, and muslins, were nearly all the produce of the United Kingdom, as well as a large percentage of dyed cottons, plain and figured.

There was, however, quite a respectable percentage of German articles, especially in the line of Turkey-reds; and in the cheaper cotton goods, such as chintzes and furnitures, as also in cotton-flannels, crape, towels, handkerchiefs, &c.; the Japanese element was largely predominant. Of the cotton yarn eight-tenths were said to be of Indian origin, as well as nearly all the raw cotton, and I do not think that an estimate of 80 per cent. as the British share of the cotton trade would be an exaggeration, though I am compelled to admit that it is impossible to gather any but an approximate idea of the real proportion of the trade. German
competition.

Probable
proportion of
British
cottons.

Of the woollens a large share seemed to belong to articles of German origin, which seemed to be in about equal quantity with British goods. Woollens.

Of the remaining imports opium, of course, is entirely a product of a British Possession; but the United Kingdom can also claim a

predominant share in metals, of which scrap-iron from Hong-Kong is a very important item.

With these data, however imperfect to work upon, the following table has been compiled, from which the British share of the import trade would appear to be probably about 47 per cent.

IMPORTS.

Goods.	Total Value.	Estimated British Share.	Value.
	£	Per cent.	£
Mainly British—			
Cottons	154,705	80	123,764
Woollens	7,352	50	3,676
Metals	6,244	60	3,746
Opium	9,668	100	9,668
Raw cotton	4,712	98	4,617
Mainly non-British	61,855	10	6,185
In which British imports has no share	78,364	..	..
Total	322,900	47	151,656

Decline of
Import trade.

The total value of the imports during 1900 amounted to 322,900£, which is the lowest figure they have ever shown, being some 65 per cent. below the figures for 1890 when they reached 929,232£. The following table gives the values of the trade for the last five years :—

Year.	Value.		
	Imports.	Exports.	Total Trade.
	£	£	£
1896	523,105	250,430	773,535
1897	404,578	226,912	631,490
1898	351,910	264,320	616,230
1899	371,837	243,443	621,250
1900	322,900	278,754	601,654

Decrease in
import of
cotton yarn.

As will be seen from the table in Annex B, the greatest falling-off is in cotton yarn, which decreased by more than one-third. The main reason for this falling-off is that bales of yarn can be taken up the West river by boat to supply the Kwangsi and Yunnan markets; whereas to get conveyed thither overland from Pakhoi the bales must be broken up and the yarn repacked in smaller quantities. This decrease is, therefore, likely to be still further accentuated, until the supply becomes restricted to an amount sufficient for the local and neighbouring markets only. Raw cotton, which is nearly all Indian, fell from 19,680£ to 4,712£. Woollens, too, show a falling-off of over 50 per cent., and in

general all imports have suffered, of which the provenance is mainly British.

It is consoling, however, to reflect that a falling-off of British trade at Pakhoi is amply compensated for by a corresponding increase of trade on the West River; and that the foreign goods which find their way into China through the back door of Kwang-Chow-Wan are mainly cotton yarn and opium, both being the produce of a British colony, India. The amount of opium imported into Kwang-Chow-Wan, and thence smuggled into China, is said to have been between 500 and 600 chests during the year, beside which the 166 cwts. imported at Pakhoi during the same period cuts a sorry figure.

The only foreign imports that show progress, as compared with ^{Kerosene.} 1899, are kerosene and flour. American oil has held its own, or nearly so; but Russian has been almost entirely superseded by Sumatran, the supply of which seems to be now as abundant as ever. Its cheapness is its great attraction, for in quality and light producing power it is inferior to American oil. But this is no great objection in the eyes of the mass of the Chinese people, to whom the flicker of the opium lamp is quite a sufficient illumination generally speaking. In any case, the importation of kerosene is steadily increasing, and it is not improbable that it will lead to the erection of a tank installation at Pakhoi, with a view to saving the cost of the wooden boxes in which the tins are packed, and which are, in any case, dispensed with as soon as the oil is landed, as the two tins contained in each box just form a convenient load for a coolie to carry inland on a bamboo pole.

From a statement published some time ago in one of the leading Tonking papers, the "Courrier d'Haiphong," it would appear that kerosene can be imported into Kwangsi and Yunnan at less cost via Pakhoi, than via either the West River or the Haiphong-Mengtzu route. But the firm of Speidel and Co., of Haiphong, have been authorised lately to erect a tank installation at that port, which will enable them to import the oil in bulk and put it into tins on the spot, thereby presumably saving the taxes imposed by the Tonking Government on mineral oils stored in cases, which amount to some 3*d.* a case for a period of six months. This will probably affect the oil trade of Pakhoi unless similar measures are adopted there; although it is now apparent that a local market exists for the commodity in the adjoining districts of Ch'in Chow, Lien Chow, and Yü Lin, which will probably always require a supply likely to be obtained from Pakhoi; on the other hand, it must be remembered that the Anpü and Kao-Chow markets are already drawing their supply from Kwang-Chow-Wan.

Flour, a purely American import, has gone up in quantity, its ^{Other} value per cwt. has, however, decreased by about 12 per cent. ^{imports.}

There was a small amount of rice imported from Haiphong during the year under review to meet a demand created in the Lienchow district by a rather severe drought.

The export list shows an increase of some 9 per cent. over ^{Causes of} (857) ^{increase.}

the total for 1899. This progress is due mainly to an increased demand for fishery produce, pigs, sugar, and tobacco leaf.

Fishery
produce.

As mentioned above, the fishery produce found this year a good market in the Straits. Much of it, however, is consumed in China. It is all conveyed to Hong-Kong by steamer, and thence a considerable amount is distributed along the coast by junks, there being a great demand for it in Canton. Dried fish is a speciality of Pakhoi, where the quality of the fish is very high, and the process of curing it very well understood. As an article of food it is not generally reckoned wholesome by foreign doctors, who are inclined to think it is in some way connected with the baneful disease of leprosy.

Pigs.

The exportation of live pigs to Hong-Kong is now a flourishing trade, and has increased since 1899 by nearly 45 per cent.

Aniseed.

The export of star aniseed, the centre of supply of which is Nanning, has almost ceased from Pakhoi, the West River having superseded this route. As this commodity is made into bales weighing considerably over 1 cwt., it is of necessity far more easily and cheaply carried by water than by coolie labour. Aniseed oil, on the other hand, still travels via the Pakhoi route. Because of its great value, it is used, like native opium, as a convenient medium of exchange between the Nanning and Ch'in Chow markets. It is more portable, and being difficult to dispose of, except among a certain category of merchants, it is less likely to excite the cupidity of land pirates than its corresponding value in sycee. It is thus not unlikely to be one of the most permanent of the exports from Pakhoi.

Sugar.

This has been a record year for the exportation of sugar, as it has been also in the case of dried and salt fish. As has been noticed in previous trade reports, the increase in the production of sugar in this district coincides with a falling-off in that of the ground-nut, and in the case of the year under review, with a greatly lessened export from Swatow.

The only articles of native produce which appear to find their way to Europe from Pakhoi are ground-nut cake, which is used for manure, and hides and leather. It is probable that some proportion of these ultimately reach British markets, but as all native goods are distributed from Hong-Kong and not from Pakhoi, it is impossible to ascertain their destination.

Indigo.

Liquid indigo shows a decrease of 36 per cent., which is not so heavy a fall as one might have expected, considering the extremely adverse circumstances under which it laboured. Fully a third of the total amount exported was hurried out of the port in the last three months of the year, when the pressure of accumulated goods in the Hong-Kong godowns was suddenly relaxed, and a strong rush of trade set in with the north, which emptied them rapidly. Speaking generally the export trade of Pakhoi was greatly favoured by enhanced prices in Hong-Kong, and exceptionally good crops, especially in the case of sugar and tobacco.

Transit trade.

Transit passes have been, as heretofore, extensively used both

for conveying foreign goods into the interior, and for bringing native produce to Pakhoi for shipment abroad. It is a fact worth noticing that the Chinese merchant here appears not to be aware that it is the nationality of the goods imported, and not of the temporary owner thereof, that entitles them to the protection of the transit pass. Thus the number of passes applied for in respect of foreign goods forwarded to the interior by persons claiming to be of British, German, or Portuguese nationality was 1,918, as compared with 689 applied for by the same persons in respect of native goods to be brought from the interior for export. The most plausible explanation of this fact is that in the days when the transit pass system was strenuously fought against by the Chinese authorities, the Chinese merchants could, by paying a small commission to a foreign middleman, secure his services as a convenient go-between to obtain the protection of a foreign Consul in case of his goods being tampered with, or exactions being levied thereon. Then, too, as the imports generally travel a very much longer distance overland than the exports, a greater amount of security is in their case required, which the fact of the goods being declared the property of a foreigner naturally entails. It is curious in view of the above facts to know that at Wuchow the number of passes issued to Chinese in respect of imports in 1899 was 13,242, as against 9,332 issued to British subjects. Wuchow, it is true, is a newly-opened port, and its trade has been started on a more modern basis, unhampered by the fetters of that inveterate enemy of all progress, so well known in China as "old custom."

As for the local conditions which, there is no doubt, greatly obstruct the development of Pakhoi as a trade centre, such as insecurity of life and property among the Chinese, weak and incompetent officials, and a very low standard of living, as of morality, they continue the same as they have been for years. In the course of a short journey I made a few weeks ago, I was able to form an idea of the still undeveloped resources of the country, as well as of the lamentable deficiencies of the Government which claims to rule it. What is required is a strong and enlightened administration, such as would compel the more turbulent element of the population to abandon its piratical ways, and give the more peaceful and industrious a chance of improving, to the fullest extent, the natural fertility of the country.

The native official of the present day, however, is almost always incapable of carrying out the necessary reforms even should he wish to do so, which is generally not the case. Thus a so-called "foreign business deputy" was appointed to this port during the year, by the Viceroy of the Two Kwang, ostensibly for the purpose of supervising the emigration of Chinese to Singapore and elsewhere. This official began by ignoring all precedents, and substituting emigration rules devised by himself for rules which had been in force for years, both at Pakhoi and at the other emigration ports, such as Swatow, Amoy, and Hoihow, and which are generally known as the Swatow rules.

Obstructions
to trade.

Appointment
of a "foreign
affairs
deputy."

Results.

The new regulations looked well enough on paper, but they had been devised so as to give the Foreign Affairs Bureau the entire control of the emigration traffic, that is to say, in other words, the power to exact any fees they pleased, and to sell passes, whereby the traffic in women and girls for Hong-Kong could be freely carried on. This power the deputy and his satellites were proceeding to make use of to their hearts content when, by a breach of treaty regulations, they enabled me to lay a complaint before the Viceroy which resulted in the removal of the deputy. The Commissioner of Customs was, soon afterwards, able to expose their complicity with brothel-keepers and procuresses, with the result that the office was entirely remodelled, and started again under the auspices of a new deputy.

Absence of plague.

The health of the port was good throughout the year. Plague did not make its appearance at Pakhoi, though it ravaged some localities in the neighbourhood, especially a portion of the City of Lien Chow, which had to be entirely deserted by its inhabitants.

The Shih-t'on-pú mine.

The Shih-t'on pú coal mine, mentioned in previous trade reports, has turned out to be a delusion. There is little or no coal there, and what there is, is a schistous anthracite which is useless for all practical purposes.

Railway schemes.

It is, for Pakhoi, greatly to be regretted that the thousands of dollars lavished, both by private individuals and the provincial Treasury, upon this doubtful and, as it has turned out, unprofitable venture, were not spent on the realisation of the older and far more promising idea of a railway to the West River, which appears to have been definitely abandoned. Not that railway schemes of various sorts have not been spoken of, which would tend to draw off by artificial means a part of the West River trade from its natural channel. Thus I have myself heard of a scheme for a railway which was to run from Kwang-Chow-Wan, across the Lei Chow peninsula, to An-p'u, thence up the valley of a small river to Yü Lin Chow, and ultimately to Nanning, where it was to join the extension of the Hanoi-Lungchow line.

Without attempting to discuss the probability of the construction, or the chances of success, of such a railway, I wish merely to point out the effect it would conceivably have upon the trade of this port. It seems to me reasonable to suppose that by tapping the rich districts of An-p'u, Yü Lin, and Kao-chow, and by securing the conveyance inland at all times of the year of such foreign goods as the latter market especially consumes, it would deal such a blow to Pakhoi as would reduce its commercial importance to a minimum. It is doubtful, however, whether this result would be sufficient in itself to warrant the immense outlay such an undertaking would necessarily postulate.

General remarks on railways in South-Western China.

This objection applies apparently to other schemes for railways intended to divert the trade of Southern and Western China into special channels, and notably to the well-known plan for a railway from Lao-Kay to Yünnan fu and probably beyond, which is now the object of a special French mission to the capital of Yünnan.

In this connection I take the liberty to insert the following translation of an extract from a valuable article by the French Captain Bernard on this subject:—

"It is thought that all the products of this province (Yünnan), ^{French expert opinion.} one of the richest and most populous of China, would take the new outlet thus offered them. Chung-King is 2,200 kiloms. from Shanghai by existing ways of communication, and only 1,500 kiloms. from Haiphong, hence every advantage would appear to be on the side of Tongking. As a matter of fact the problem is not so simple. Chung-King is 250 metres above sea level. Yünnan fu is 1,990 metres above it. Supposing two railroads to have been constructed from Chung-King, one to Shanghai and one to Haiphong, the former would meet with nothing but moderate inclines, and that only for a short portion of its length; the latter, on the contrary, would be constantly within a mountainous region. Notwithstanding the difference in length of transit, the cost of transport to Haiphong or to Shanghai per ton of merchandise would be identical.

"There appears, moreover, to be some apprehension lest the British should succeed in constructing a line of railway from Burmah to Szüch'uan, and it is thought imperative to have a start of them. But even if the two lines were constructed one after the other the British line would at once have a great advantage. It would have its terminus on the Gulf of Bengal, very much nearer European ports; it would establish communications between China and two enormous reservoirs of men and natural resources, Burmah and Bengal.

"Finally, however seductive the plan of a railway leading from Haiphong to the heart of China may appear, it is quite certain that for a long time such a railway would lead to nothing but an amount of traffic insignificant in proportion to the capital taken up by the construction thereof. If the line is to stop at Yünnan fu, a transit trade of at least 100,000 tons on the Vietri-Lao-Kay section, and of 50,000 to 60,000 tons from Lao-Kay to Yünnan, would be necessary annually to cover all expenses of the line.

"The estimated tariffs postulate, moreover, goods of a value capable of supporting transport charges, which would amount to at least 30 frs. per ton as far as Lao-Kay, 60 frs. to Mengtzu, and from 100 to 120 frs. to Yünnan. None may venture to say what period of time would be necessary to achieve such a result."

In concluding I have to thank Dr. A. S. Deane of the Imperial Chinese Customs for giving me access to the customs statistics, and both him and Messrs. Materna and S. B. Thompson for much valuable information as to the local conditions of trade.

Annex A.—RETURN of all Shipping at the Port of Pakhoi during the Year 1900.

ENTERED AND CLEARED.

Nationality.	Steam.	
	Number of Vessels.	Tons.
America	1	1,266
British	3	2,066
French	85	43,509
German	22	15,281
Total	111	62,122

Annex B.—RETURN of Principal Articles of Import into Pakhoi during the Years 1899–1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
Cotton yarn	Cwts. ..	60,044	£ 136,177	40,632	£ 49,598
Cotton goods—					
shirtings, grey ..	Pieces ..	19,121	6,023	13,363	4,563
" white	" ..	24,419	12,820	18,094	11,280
T-cloths	" ..	19,977	6,955	19,946	7,506
Turkey reds	" ..	14,571	2,761	4,890	1,863
Cambrics and muslins	" ..	19,426	3,310	16,397	3,170
Cottons, dyed plain ..	" ..	18,518	3,238	13,860	10,312
" figured	" ..	1,296	624	2,287	1,349
Other cottons.. ..	" ..	..	6,289	..	20,054
Woollens—					
Long ells	Pieces ..	8,603	7,743	3,274	2,794
Other woollens	" ..	2,170	7,203	991	4,558
Metals.. ..	Cwts. ..	8,845	6,593	7,938	6,224
Oil, kerosene—					
American	Gallons..	740,500	17,755	546,890	16,904
Russian	" ..	480,280	4,544	40,800	1,188
Sumatran	" ..	13,000	273	689,480	20,185
Matches	Gross ..	249,925	7,528	175,325	5,447
Aniline dyes .. ..	" ..	..	3,056	..	2,933
Flour (American) ..	Cwts. ..	10,975	5,645	15,209	6,903
Braid	Gross ..	58,673	3,077	39,776	2,557
Opium—					
Patna	Cwts. ..	45	3,448	24	2,505
Benares	" ..	121	8,926	70	7,163
Rice	Cwts. ..	240	54	10,762	2,539
Silk piece goods ..	" ..	114	10,058	77	6,877
Medicines .. ..	" ..	..	12,866	..	12,831
Raw cotton .. ..	" ..	..	19,680	..	4,712
Other imports .. ..	" ..	..	70,191	..	61,875
Total .. ..	..	..	371,837	..	322,900

Annex C.—RETURN of Principal Articles of Export from Pakhoi during the Years 1899–1900.

Articles.		1899.		1900.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Aniseed oil	Cwts. ..	1,061	32,083	907	30,751
Fishery produce	" ..	37,985	32,686	48,800	54,278
Ground-nut cakes	Tons ..	398	3,009	571	4,439
Hides, cow and buffalo	" ..	658	20,749	403	19,981
Indigo liquid	" ..	5,013	50,531	3,216	37,147
Leather	Cwts. ..	2,766	6,658	2,929	10,698
Pigs	Number ..	10,413	9,945	14,629	14,333
Sugar, brown and white	Tons ..	4,944	50,096	5,667	66,311
Tobacco leaf	" ..	359	5,457	443	10,504
Other goods .. ..	" ..	..	38,229	..	30,312
Total .. ..	..	..	249,443	..	278,654

Annex D.—TABLE showing Total Value of all Articles Imported to and Exported from Pakhoi from and to Foreign Countries and Chinese Ports during the Years 1900–1899.

Country.	Imports.		Exports.	
	1900.	1899.	1900.	1899.
	£	£	£	£
Foreign countries—				
Singapore .. ..	..	..	302	..
Hong-Kong	314,926	366,504	278,126	248,850
Tonking and Annam	2,152	..	..	..
Total	317,078	366,504	278,428	248,850
Chinese ports	5,822	5,333	326	593
Grand total	322,900	371,837	278,756	249,443

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COLOMBIA.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF BARRANQUILLA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2229.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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Report on the Trade and Commerce of Barranquilla for the Year
1900

By MR. ACTING VICE-CONSUL McDOUGALL.

(Received at Foreign Office, June 21, 1901.)

In making this report it is almost imperative to point out that during the whole year the public peace has been in a disturbed condition, which circumstance has affected every class of enterprise.

As regards the export trade the lack of communication General trade. between the interior and the coast has rendered it difficult to send goods down the river with any safety, and then again a number of men who would otherwise have attended to agriculture have entered into service of another nature. With respect to the import trade the merchants here have withheld importing to a great degree, as the premium on gold went up by leaps and bounds from 200 to 1,800 per cent., and naturally the owners did not know at what price to sell their goods so as to secure enough money to enable them to purchase fresh stocks.

A comparison of the principal articles of export during 1900 Exports. and 1899 will be found in Annex B, showing the number of articles with the respective values, and it will be seen that the three chief exports of the country show thus :—

Articles.	Value.	
	1900.	1899.
	£	£
Coffee	270,876	508,890
Hides	59,451	99,119
Tobacco	58,204	47,494

The declared value of the imports was 407,972*l.*, composed Imports. thus :—

					Value.
					£
Imported direct from British ports in British bottoms					133,541
„ via New York in British bottoms—					
					£
American goods from New York ..				107,272	
„ textiles				8,520	
Imported in foreign bottoms from various ports ..					115,792
Total					407,972

A statement of the chief articles of import for 1900 and 1899 will be found on p. 7, and it will be seen that everything shows an extraordinary decrease, with the exception of mining implements, cement, matches, petroleum, olive oil, and salt.

Petroleum. The increase in petroleum may be accounted for by the preferential rate given by the railway company to the merchants.

Salt. Salt comes entirely from Curaçoa, and is an article upon which there was formerly a Government monopoly, hence the vitality in the traffic which the merchants formerly could not trade in.

Olive oil. The increase in olive oil is insignificant.

Matches. The principal brand of matches used here comes from the United States of America, and is made of soft cork pine, which does not bend, and the heads ignite anywhere without producing any grease. Others of a Swedish make, well-known in the United Kingdom, circulate here in a lesser degree.

Duties: exemption of, on certain articles. At the time of writing this report, April, 1901, a decree has been issued cancelling all duties on potatoes, sugar, rice, flour, vegetables, and other staple articles, and the import trade in such goods shows great vigour. The exemption remains in force during the disturbance of peace, and continues two months after the same is restored.

Shipping statistics. The tonnage of British vessels that entered from British ports during 1900 was :—

TABLE showing Statistics of Shipping for 1900.

						Quantity.
						Tons.
Tonnage of British vessels that entered from British ports ..						119,048
Cargo imported						6,530
„ exported						2,182
Tonnage of British vessels that entered from New York ..						79,105
Cargo imported						5,587
„ exported						3,972
Tonnage of foreign vessels that entered from various ports ..						192,736
Cargo imported						3,240
„ exported						4,248

It is to be regretted that the journey from the United Kingdom ^{Shipping facilities to} to Savanilla, via Cartagena, Puerto Limon, Colon, and Jamaica, ^{England.} and vice versa, occupies so long (23 days), and now that the Royal Mail Steam Packet Company have only a monthly service here, and send their boats on uncertain days, there is difficulty in reaching the United Kingdom in anything like decent time. The Direct Imperial line of steamers leave Kingston, Jamaica, every other Tuesday, and make the journey to Bristol in 13 days. If, then, the Atlas Steamship Company, that now run to Kingston only monthly, via Cartagena and Puerto Limon, taking eight days, give a fortnightly service to Kingston direct, with a two days passage, the total journey could be made in 15 or 16 days. The Atlas boats now leave on Monday evening or Tuesday morning, but could easily be fitted in so as to ensure a good and safe connection at Jamaica. Through freights for merchandise should be arranged, and I have no hesitation in predicting a success to the venture

The Barranquilla Railway and Pier Company is a British ^{Barranquilla Railway and Pier Co., Ltd.} concern, with registered offices at 39, Coleman Street, London. Its length is 17 miles, and it possesses a fixed pier 4,000 feet long, to which big draught steamers of 5,000 tons can come at any time. It has 100,000*l.* in debenture stock, paying 6 per cent., which is priced on the Stock Exchange at 88 to 90 for nominal 100*l.* shares. A statement showing the result of working operations during 1900 and 1899 is appended in Annex E.

There were no new industries undertaken in 1900, excepting ^{Industries.} that of cigarette making by machinery, and a commercial house here introduced a machine of the Comas Machine Company, New York, having four horse-power, driven by a kerosene motor, and this turns out 160 cigarettes per minute, performing every operation necessary, from the cutting of the leaf tobacco to the pinching of the ends of the cigarettes. The introducers assert that the sale of the superior-made article recompenses them for the extra cost as compared with hand-made cigarettes.

The export of cattle in 1900 was not quite so valuable as in ^{Cattle.} 1899, but the tax being reduced to 10 dol. gold per head instead of 20 dol. gold, gave an impetus to the traffic at the latter end of the year. It will be noticed that the value in 1900 was 84,092*l.* whilst in 1899 it was 89,890*l.* The destination of all the cattle was Cuba.

The disturbed state of the country has affected the river ^{River traffic.} traffic more than anything else, as the Government have thought it necessary to take possession of the boats. The Steamboat Company's loss on the year is 130,000 dol. paper, equal to about 1,723*l.* sterling.

In 1899 the value of indiarubber exported was 34,665*l.*, ^{Indiarubber.} whilst in 1900 it dropped to 14,063*l.*, this being due to the enforced detention of the rubber in the interior, through lack of facilities to bring it to the coast.

The year 1900 saw an export of cotton to the value of 11,255*l.*, ^{Cotton.} as against 7,390*l.*, and this was due to the class of cotton being superior to that exported in 1899. It is collected by men on

donkeys and mules, and brought to the outskirts of the cities, where runners meet the cargoes and bargain for their masters in the stores. It is then carefully cleaned by machinery, prepared and packed in pressed bales in one of the two establishments existing in this city.

Rates of exchange.

The rate of exchange on December 31, 1899, was 550 per cent., whilst on December 31, 1900, it was 2,000 per cent. for American gold, and 50 points less for British gold; thus in 1899 a dollar was worth 5 dol. 50 c. paper, and 1*l.* sterling 27 dol. 50 c. paper, whilst in 1900 American dollars were worth 20 dol. paper, and 1*l.* sterling 97 dol. 50 c. paper. A statement of exchanges during 1900 and 1899 will be found in Annex D.

New works.

No new works were commenced here in 1900, although the Government announced the sale of a concession for widening the river approach to Barranquilla to a native firm, who are still trying to raise money on the concession in the United States and elsewhere, but no further steps of any kind have been undertaken in the matter.

Articles in demand.

There is a demand here for the following articles and the selling price in gold is given below :—

Articles.			Price.	
			£	s.
Portland cement	Per barrel ..		0	16
Straw hats, ventilated	Each		3s.	to 4s.
Light dinner ale	5 dozen case ..		1	10
" stout			1	10
Brandies	Per bottle ..		0	6
Wine of a Spanish nature	" gallon ..		0	2
Washing boards	} None on sale			
Cotton goods				
Undervests				
Drawers				
Socks (cotton)				

The principal cement sold here is of German and Italian make. The German is good, but dries slowly, whilst the Italian is very inferior in quality.

Straw hats must be ventilated about 1 inch from the top, with an aperture of $\frac{1}{2}$ inch broad, or they must be a very light substance and without lining at the sides.

The wine selling best is "Vino Tinto" or "Vino Seco," with a steady sale of good muscatel wine in barrels of 4 $\frac{1}{2}$ gallons.

The ale should be of a Pilsener nature which sells well among foreigners.

Hennessy's brandy takes the lead here, but French brandy sells fairly well.

Cotton goods should be light in nature, and capable of being washed without fading any of the colour, whilst the drawers and vests should be of a cellular make so as to be as cool as possible in this equatorial climate. Cotton socks must be of absolutely

fast colours, as any dye on the feet would be injurious to the wearer.

The public health has been good on the whole, although an epidemic of yellow fever threatened the city in June and July of 1900, due to the presence here of so many troops from the interior, and the entire absence of any sanitary regulations. Foul bills of health were issued during these months. A statement showing the principal causes of death will be found in Annex F.

It would be just as well if commercial people and others coming to the country were to make their arrival known at the Vice-Consulate, as very often there are letters, &c., for such travellers which are difficult to deliver in the absence of any certain information as to the whereabouts of the persons interested; moreover, the Vice-Consul can very often assist visitors by his knowledge of the country and existing situation.

Any catalogues or price lists are personally delivered to persons who may be likely to do business with the senders, and any letters from British merchants are shown to those merchants who may be induced possibly to interest themselves in the various matters therein referred to.

Annex A.—RETURN of Different Articles of Import at Barranquilla during the Years 1900-1899.

Articles.		Quantity.	
		1900.	1899.
Ale	Cases ..	1,598	18,240
Brandy	" ..	336	14,236
Butter	" ..	111	185
Cloth	Bales ..	2,351	8,999
Cotton goods	" ..	9,769	24,892
Cigarettes	Cases ..	337	1,462
Drugs	" ..	478	6,866
Engine oil	Barrels ..	153	231
Flour	Bags ..	24,339	60,940
Corn starch	Boxes ..	270	2,288
Jute bags	Bales ..	1,995	2,796
Lard, American	Cases ..	1,770	3,429
Matches, wooden	" ..	3,233	1,278
Mining implements	Packages ..	1,133	697
Olive oil	Cases ..	477	366
Petroleum	" ..	55,833	42,312
Prints, cotton	Bales ..	1,468	2,739
Perfumery	Cases ..	147	696
Rice	Bags ..	15,058	18,388
Roman cement	Barrels ..	292	2
Resin	" ..	1,152	2,004
Sugar, refined	Cases ..	4,803	7,526
Salt	Bags ..	69,248	42,742
Timber in bulk	Packages ..	2,052	12,636
Wire for fencing	Rolls ..	550	26,033
Wine	Cases and barrels	2,915	31,297

Annex B.—RETURN of Exports from Barranquilla during the Years 1900–1899.

Articles.				1900.		1899.	
				Quantity.	Value.	Quantity.	Value.
Coffee	Bags ..	86,917	270,876	254,410	508,820		
Hides .. ..	.. ..	115,380	59,451	178,908	99,119		
Tobacco	Bales ..	22,581	58,204	20,444	47,494		
Indiarubber ..	Packages ..	1,014	14,068	2,141	34,665		
Plants	Cases ..	750	3,568	1,623	8,587		
Ivory nuts ..	Bags ..	897	360	5,087	1,768		
Balsam, tolu ..	Cases ..	810	4,080	885	5,487		
„ copaiba ..	.. ..	1	6	222	707,190		
Silver ore ..	Bags ..	446	1,143	10,446	81,765		
„ bars .. ..	.. ..	339	48,006	523	74,368		
Starch	Bags ..	895	2,423	1,941	1,860		
Gold bars ..	.. ..	290	94,994	657	850,835		
„ dust	Bags ..	18	4,272	50	10,127		
Horns .. ..	.. ..	384	574	506	598		
Precious stones ..	Packages ..	2	7,835	36	41,885		
Cattle	Head ..	15,427	84,092	14,396	89,890		
Cotton	Bales ..	2,735	11,255	2,357	7,390		
Cocoa	Sacks ..	1,127	6,181	174	855		
Straw hats ..	Cases ..	65	3,077	15	686		
Cotton seed ..	Bags ..	18,408	6,652	12,250	2,083		
Dividivi .. ..	.. ..	5,946	2,271	8,969	1,558		

Annex C.—TABLE showing Shipping Statistics for 1900.

Month.	Tonnage.	Quantity of Cargo—		Value of Import.	
		Exported.	Imported.	Dol.	c.
		Tons.	Tons.		
BRITISH, DIRECT.					
January	10,557	108,948	305,848	70,612	25
February	10,807	150,188	98,629	27,002	0
March	10,822	331,672	64,534	12,098	0
April	7,880	312,822	136,312	22,734	25
May	9,295	176,717	95,027	19,969	15
June	6,400	539,734	1,068,772	49,140	19½
July	10,247	101,253	276,608	34,414	25
August	11,156	92,035	1,171,216	60,958	0
September	10,946	113,866	2,389,100	54,444	24
October	11,530	58,821	351,668	136,015	08
November	9,636	72,820	122,716	87,219	35
December	10,272	124,096	454,650	93,107	12
Total	119,048	2,182,972	6,530,075	667,708	88½ (133,541½.)
BRITISH, INDIRECT, UNITED STATES.					
January	7,672	92,588	228,747	20,764	16
February	6,088	180,165	318,667	20,467	58
March	6,088	232,993	277,963	15,324	28
April	7,508	320,708	494,639	23,166	87
May	6,088	403,084	449,066	27,052	68½
June	5,930	215,124	456,413	54,503	35
July	7,350	410,874	708,477	82,660	53
August	5,935	434,281	626,955	43,457	53
September	5,935	368,565	533,624	72,360	30
October	7,197	326,724	516,536	83,003	78
November	5,935	393,926	360,820	57,208	67
December	7,384	593,545	564,741	73,986	13
Total	79,105	3,972,577	5,587,588	578,955	86½ (115,791½.)
BRITISH, INDIRECT, VARIOUS.					
January	1,339	..	..	..	..
FOREIGN.					
January	20,815	398,684	490,075	105,241	68
February	16,171	487,154	101,430	14,340	70
March	19,069	575,693	344,367	167,916	98
April	20,285	593,436	209,556	42,410	55
May	13,903	354,961	82,047	17,433	79
June	14,838	55,825	132,196	29,489	30
July	8,233	321,967	78,891	28,242	87½
August	14,801	408,581	692,023	82,359	31
September	15,687	173,888	170,044	76,348	08
October	15,853	161,878	281,499	84,644	25
November	14,460	164,239	297,435	95,201	18
December	18,621	552,490	361,106	49,670	19
Total	192,736	4,248,296	3,240,671	793,198	83½ (158,640½.)

TABLE showing Total Shipping Statistics for 1900.

Month.	Tonnage.	Quantity of Cargo—		Value of Import.			
		Exported.	Imported.	Currency.		Sterling.	
		Tons.	Tons.	Dol.	c.	£	s. d.
January ..	40,888	600,220	1,024,671	196,618	69	39,328	12 4
February ..	33,066	817,507	518,726	61,810	28	12,362	1 2
March ..	35,979	1,140,358	686,897	195,234	26	39,046	17 1
April ..	35,168	1,226,866	840,507	98,311	67	18,662	6 8
May ..	29,286	934,762	627,060	64,455	62½	12,897	2 6
June ..	27,168	810,183	1,652,381	183,132	84½	26,626	11 5
July ..	25,880	834,094	1,063,976	145,317	65½	29,066	10 7
August ..	31,482	964,897	2,499,104	186,774	84	37,354	19 4
September ..	32,568	656,319	3,143,768	203,152	57	40,630	10 8
October ..	34,580	547,428	1,142,668	303,663	11	60,732	12 5
November ..	30,082	680,985	780,971	239,629	20	47,925	16 10
December ..	36,277	1,270,131	1,380,499	216,763	44	43,852	13 10
Total ..	392,228	10,403,845	15,858,334	2,039,868	58½	407,972	14 5

Annex D.—RATES of Exchange on British Gold during the Years 1900–1899.

Month.	Per Cent.	
	1900.	1899.
January	550	240
February	700	240
March	1,100	240
April	1,100	243
May	1,552	250
June	1,300	300
July	1,500	330
August	1,620	410
September	1,550	450
October	1,500	410
November	1,650	730
December	1,950	550

Annex E.—BARRANQUILLA Railway and Pier Company, Limited.—
Statement showing Results of Working during the Years
1900–1899.

		Number of Passengers.	Number of Kilos.	Remitted to London.
1900.*				£
January to June		28,722	15,500	884
July to December		28,900	15,600	8,861
Total		57,622	31,100	4,245
1899.†				
January to June		28,900	36,300	11,177
July to December		25,489	27,800	5,475
Total		54,389	64,100	16,652
Increase		3,233	..	..
Decrease .. ..		..	33,000	12,407

* Average rate of exchange in first half-year, 1,045 per cent.; in second half-year, 1,648 per cent.

† Average rate of exchange in first half-year, 252 per cent.; in second half-year, 483 per cent.

Annex F.—RETURN showing the Principal Causes of Death
during the Year 1900.

Cause.	Number of Deaths.
Yellow fever	40
Pernicious fever	98
Bilious fever	125
Dysentery	253
Various	857
Total	1,373

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DIPLOMATIC AND CONSULAR REPORTS.

COREA.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF COREA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2511.

*Presented to both Houses of Parliament by Command of His Majesty,
AUGUST, 1901.*

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Report on the Trade of Corea for the Year 1900

By MR. GUBBINS.

(Received at Foreign Office, July 8, 1901.)

In his report on the trade of Corea for the year 1894, His Majesty's Consul-General remarked that the unfavourable anticipations formed as to the future of trade in that year owing to the progress of the China-Japan War had, fortunately, not been realised. Similarly, with regard to the trade of 1900, it is satisfactory to be able to note that in spite of the troubles in China the value of the total trade of Corea for the year under review has not only not decreased, but has exceeded that of any previous year.

This result is explained to a large extent by the fact that although the export of Korean produce to China, which is in Chinese hands, decreased, and importations of foreign goods by Chinese merchants likewise diminished; these disadvantages were more than counterbalanced by the stimulus given to the export of Korean cereals by the interruption of the export trade of Newchwang, and by the demand for food supplies for the foreign troops employed in military operations in China.

So far as imports alone are concerned, the figures for 1900 were exceeded by those for the year 1898, while the customs revenue for the year fell short of that for the year 1897.

The large increase in the trade of 1900, which occurred chiefly under the head of exports, may therefore be regarded as the result rather of exceptional circumstances than of the normal development of trade.

The following table gives the figures of the total trade of Corea, including the inter-port trade, in yen and sterling for the years 1895-1900 inclusive, the rate of exchange for each year being added, as in the case of previous reports, for the purpose of accurate comparison:—

Year.	Total Foreign Imports and Exports to Foreign Countries. Exclusive of Gold Export.	Export of Gold.	Total Coasting Trade.	Total Trade of Country.		Exchange.
				Currency.	Sterling.	
	Yen.	Yen.	Yen.	Yen.	£	s. d.
1895 ...	10,568,273	1,352,929	2,317,959	14,237,161	1,542,359	2 2
1896 ...	11,368,330	1,390,412	1,674,179	14,332,921	1,541,899	2 2
1897 ...	19,041,409	2,084,079	2,402,779	23,478,267	2,374,200	2 0½
1898 ...	17,534,756	2,375,725	4,791,756	24,702,237	2,495,955	2 0½
1899 ...	15,305,573	2,333,382	3,635,514	22,074,569	2,207,467	2 0
1900 ...	20,453,461	3,633,060	4,928,719	29,016,230	2,901,623	2 2

It will be seen that the trade of Corea has more than doubled itself in the course of the six years covered by this table, and that the increase in value of the trade of last year over that of the previous 12 months was 694,156%. This increase is made up as follows:—

						Increase.
						£
FOREIGN TRADE.						
Exports	..	..	..	..	..	444,208
" gold	..	..	..	..	..	68,967
Imports	..	..	..	..	..	70,576
COAST TRADE.						
Exports	..	..	..	..	..	56,607
Imports	..	..	..	..	..	52,803

Foreign
exports.

The large increase noticeable under the heading of foreign exports is distributed over the five principal items of the Korean export trade, namely, rice, beans, hides, ginseng, and gold.

Rice.

The largest increase has occurred in the item of rice, the value of the export of this commodity in 1900, though much less than that of the year 1897, exceeding that of the previous year by 220,778%.

In an article which appeared in the "Moniteur Officiel du Commerce" of October 25 last, it is stated that "The principal factor which regulates the general movement of Korean trade is rice, the amounts of all importations rising and falling in accordance with the amount of rice exported."

Of the important bearing of the export of rice on Korean trade there can be little doubt. Attention has been called to the fact on more than one occasion in previous trade reports; but that the export of rice is no longer an accurate measure of Corea's import trade will be seen from the following table, which gives the values of the rice exported for the last few years, and the relation which the export of this commodity bore in each year to the

total values of the export and import trade for the year in question:—

Year.	Export of Rice.	Total Trade.		Proportion between Rice Export and Total Trade.	
		Export.	Import.	Export.	Import.
1897	£ 581,562	£ 906,737	£ 1,017,238	Per cent. 62	Per cent. 55
1898	278,856	576,806	1,194,843	43	23
1899	141,196	480,784	1,080,788	28	74
1900	362,563	943,987	1,101,859	33	33

The conclusion to be drawn from this comparative table is that whatever may have been the case in past years, the export of rice, while still an important factor in trade, has ceased to serve as a correct index to the total volume of Korean imports.

The increase noticeable in the export of ginseng is due to the fact that the quantity exported in 1900 included half of the crop of that year in addition to the whole crop of the year 1899. In the autumn of last year the Korean Government entered into an agreement with the Mitsui Bussan Kwaisha, a Japanese firm, under which that firm were made the agents for the sale of the ginseng crops for the three years, 1900, 1901, and 1902, receiving as agents a commission of 2 per cent.

At three out of the four ports from which wheat is exported, the trade in this commodity shows an increase. The exception is Fusan, where the establishment of a flour mill, with the object of competing with imported flour, has had the effect of reducing the export of this cereal.

The rise in the price of copper is assigned as the reason for the increased export of this metal from Fusan, the quantity exported from that port during last year amounting in value to over 10,000*l*.

The export of dried fish to Japan has also increased, although that to China has, for the reason given earlier in this report, declined.

As will have been seen from the figures already given in explanation of the increase in the total trade for the year under review, the increase in the import trade is very small as compared with that in exports, and what increase has taken place has not been in favour of British goods.

While the heading of cotton goods shows an increase of 14,297*l* over the figures for the previous year, there has been a falling-off as regards British importations in the case of shirtings of no less than 59,069*l*, and in the case of yarn of 18,056*l*, a small decrease is also observable in the item of British sheetings.

Japanese cotton goods, on the other hand, show the following increase:—

						Increase.
						£
Shirtings	..	..	..	..	..	1,781
Sheetings	..	..	..	..	..	80,422
Other piece-goods	..	..	..	..	..	25,676
Yarn	..	..	..	..	..	11,329

This increase in the importation of Japanese cotton goods has taken place mainly at Chemulpo and Wonsan. The Acting Commissioner of Customs at the latter port points out that the import trade of the port in Japanese piece-goods has increased from 38,223*l.* in the year 1889, to 56,679*l.* in 1900. The lesson taught by these figures is, he thinks, instructive. Till 1894 British shirtings practically monopolised the market. After the war there was a largely increased demand for foreign piece-goods, an opportunity the Japanese seized by pushing their goods, which are made in imitation of the strong native material, the pattern and texture of which are copied so closely that the imported goods are hardly distinguishable from those of native manufacture. Since then Japanese shirtings have not only held the place they gained, but are threatening to drive British goods from the field. Mr. Wakefield adds that the average retail price of these Japanese shirtings per piece of 26 yards in length, with a width of 14½ inches, is 1 yen 15 sen (about 2*s.* 3½*d.*), which works out at less than 11 c. per square yard, whereas the retail cost of British shirtings averages about 13½ c. for the same quantity. Mr. Bennett, the head of the Chemulpo branch of Messrs. Holme, Ringer, and Co., points out in this connection that this Japanese imitation of the Korean cotton cloth in question is falling out of favour with the Koreans, who prefer to import Japanese yarn and weave it into cloth themselves.

Woollen goods.

Woollen goods, which are chiefly of British origin, also show a slight decrease.

This decline in the British share of Korean trade is due in a great measure to the reason already given, namely, the effect of the disturbances in China on the business conducted by Chinese merchants in Korea, who are the largest importers of British goods.

In commenting on this feature of the year's trade, Mr. Chalmers, the Acting-Commissioner at Chemulpo, points out that the troubles in China, by accelerating the movement already observable in recent years in favour of Japanese, and unfavourable to Manchester, cottons gave to the Japanese merchants an opportunity of pushing their goods, of which they took full advantage. It was in the latter part of the year, he explains, that the largest business was done in Japanese cottons, the closing of the markets for this class of goods in North China compelling holders in Japan to sell at unusually low prices.

Kerosene oil.

While the importation of American kerosene oil has remained practically stationary during the year 1900, that of Japanese

kerosene has increased to the extent of 3,970%, the principal port of importation for the latter oil being Fusan. Reports received from that port as to the quality of the Japanese oil now imported speak of it as having improved very much of recent years, though still inferior to the American article. At Chinnampo, on the other hand, recent importations of this oil have not been successful, a considerable quantity having been re-exported from that port during last year, the low price at which it was offered failed to attract purchasers.

Sumatra oil, imported in 1898 to the extent of 2,359%, has disappeared from the returns, and the same may be said of Russian oil. The question of importing the latter oil in bulk, as is done at many ports in the Far East, is however engaging the attention of a British firm at Chemulpo, and if satisfactory arrangements for its importation and storage in tanks can be made, it will probably prove a serious rival to both American and Japanese oil.

It may be interesting to note in this connection that in Korea, as in Japan, the importation of kerosene oil from the United States has given rise to a tin industry, which was not previously in existence; the tins in which the oil is imported furnishing the material for the tinsmiths.

The importation of quinine, to which reference was made in Drugs. The Trade Report for 1898, continues to be an item of some importance in the import trade. During last year the quantity imported was 120 cases of 100 1-oz. bottles each, representing a value of about 8,000%. The business is in the hands of a German firm.

The comparative table given at the beginning of this report deals only with the total trade of the country for the past six years. It may be useful to supplement this by further figures, showing, so far as it is possible to do so, the distribution between the various open ports of the foreign trade carried on during the same period, exclusive of the export of gold. For this purpose it will be convenient to divide the open ports into three classes, according to the dates when they were opened to foreign trade, grouping together, firstly, the ports of Chemulpo, Fusan, and Wonsan; secondly, the ports of Chinnampo and Mokpo; and lastly, the most recently opened ports of Masampo, Kunsan, and Songchin.

So far as the three first-mentioned ports are concerned, the figures in the following table cover the whole of the period in question:—

TABLE showing Value of Foreign Trade of Ports and Proportion to Total Foreign Trade during the Years 1895-1900

Ports.	1895.		1896.		1897.		1898.		1899.		1900.	
	Value of Foreign Trade of Ports.*		Value of Foreign Trade of Ports.*		Value of Foreign Trade of Ports.*		Value of Foreign Trade of Ports.*		Value of Foreign Trade of Ports.*		Value of Foreign Trade of Ports.*	
	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.
Chemulpo ..	655,261	57	575,686	47½	951,291	50	940,326	53	708,505	43	981,155	48
Fusan ..	260,815	23	491,946	40	750,462	39	531,488	30	397,088	26	523,817	25½
Wonsan.. ..	228,602	20	153,124	12½	214,722	11	177,640	10	183,285	12	232,187	11

COREA.

* Exclusive of gold export.

It will be seen from this table that Chemulpo's share of the foreign trade for the period in question is by far the largest, ranging from 57 per cent. in 1895 to 48 per cent. in 1900, that the proportion of trade at that port, in spite of the decrease noticeable between the years 1895 and 1900, has maintained, as between the three ports, the closest relation to the general growth of foreign trade throughout the country, and that the figures for each of the six years show the least fluctuation. The trade of Fusan, on the other hand, has been subject to great fluctuations, and has not developed in correspondence with the general growth of trade. In the years 1896-97 its trade threatened to rival that of Chemulpo, but it declined in the three following years, its share of the total foreign trade of 1900 being very little in excess of the proportion which appears for the year 1895. The course of foreign trade at Wonsan again has been different to that of the sister ports. While the figures for 1900 show a slight increase over those of 1895, its share of the total foreign trade has fallen from 20 per cent. in the first year of the period under review to 11 per cent. in the last. It should be noted, however, in favour of Fusan, that it is the only one of the three ports which can show an increased share of the total foreign trade at the end of the six years taken for comparison.

In making the above comparison of the foreign trade of the three ports the export of gold has not been included. If this item of trade, in which Fusan hardly participates at all, and which, being exported in the shape of gold-dust, has as much claim to be regarded as one of Corea's exportable commodities, as her rice or wheat, be taken into consideration, it will be found that whereas Chemulpo's position in 1900 in regard to the total foreign trade of the country is scarcely affected, the result being merely an increase of $\frac{1}{2}$ per cent., Fusan's share of the foreign trade for that year shows a decrease of 3 per cent., while on the other hand, Wonsan's share of that trade for the same year is increased from 11 to 15 $\frac{1}{2}$ per cent.

Although the ports of Chinnampo and Mokpo figure in the returns for 1897, as they were only opened in October of that year, an examination of the growth of the foreign trade of these two ports can only extend to the last three years. During that period the value of the foreign trade of the former has increased from 67,388 $\frac{1}{2}$ in 1898 to the respectable total of 128,997 $\frac{1}{2}$ in 1900. The trade of Mokpo shows a similar increase, from 54,897 $\frac{1}{2}$ in 1898 to 99,764 $\frac{1}{2}$ in 1900, the shares of the two ports in the total foreign trade (exclusive of gold) of last year being 6 $\frac{1}{2}$ and 5 per cent. respectively.

The three ports of Kunsan, Masampo, and Songchin were Kunsan. only opened to foreign trade in May, 1899, so that 1900 is the first year for which complete returns are available. Under these circumstances it is satisfactory to note that Kunsan, which has an indifferent harbour, and was described in the Trade Report for 1898 as a mere village, composed of about 60 or 70 houses, already shows a foreign trade amounting in value to 56,483 $\frac{1}{2}$. The trade of

Kunsan, like that of the older ports of Chinnampo and Mokpo, consists so far mainly of the export of cereals.

Masampo and Songchin. The foreign trade of Masampo and Songchin has not developed to the same extent as that of Kunsan. All that can be said at present is that a beginning has been made, and that Masampo, at any rate, has in its fine harbour an advantage over most other ports in the Far East.

Coast trade. The large increase of over 100,000% in the coast trade during the year under review, shows that the opening of the new ports has not, as yet, had the effect which was anticipated of increasing direct foreign shipments at the expense of the inter-port trade.

Shipping. The increase noticeable in the trade of the year under review is reflected in the shipping statistics, and this increase is the more satisfactory in view of the serious interference caused by the troubles in China to the regular movements of the Japanese steamships, which so largely monopolise the carrying trade of Corea.*

As compared with the previous year the figures show an increase in sailing ships of 263 vessels, representing an increase in tonnage of 4,125 tons, and in steamships of 431 vessels, representing an increase in tonnage of 23,908 tons.

Here, as usual, Japan still easily holds her own, though a slight increase is noticeable in Korean shipping. The appearance of American shipping in the returns is due simply to visits paid to Wonsan by an American steamer under Russian charter, and to the employment on the west coast of a launch and some sailing schooners in connection with the American mines. The proportion between the number of vessels given in the returns and the tonnage recorded shows the smallness of the majority of the vessels engaged in Korean trade.

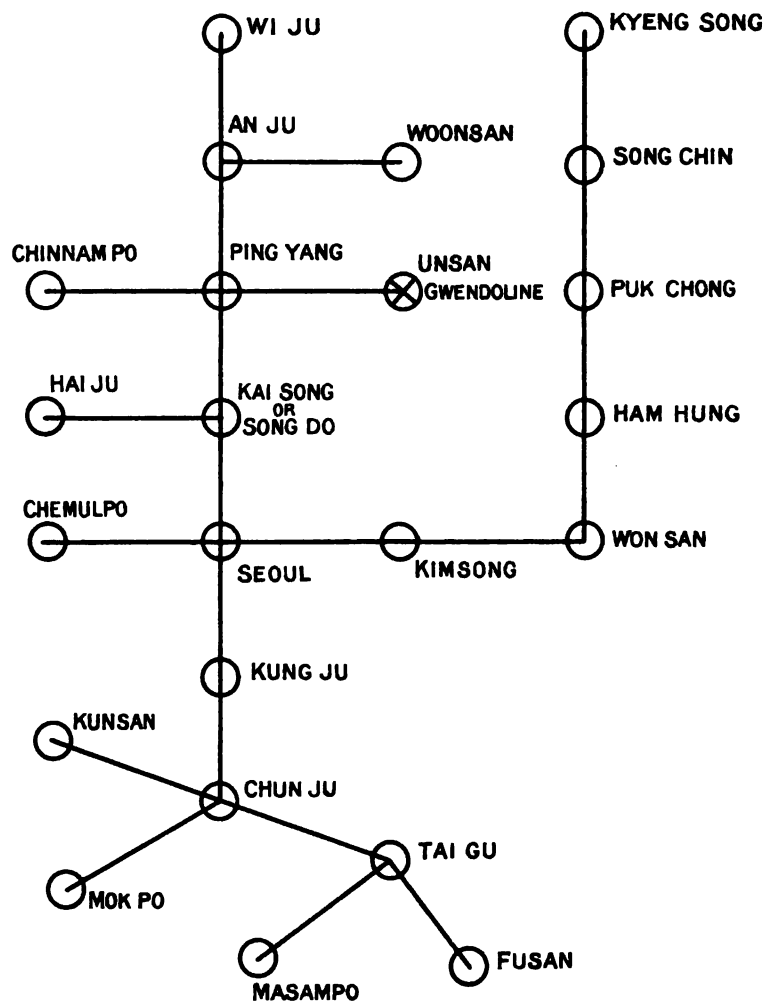
Posts. Monsieur Clémencet, Postal Inspector in the Service of the Korean Government, has courteously furnished me with information in regard to postal administration during the past year:—

The expenses of the department amounted to 158,180 yen, and the receipts to 20,613 yen, leaving a total deficit of 137,000 yen, or more than 13,700%. The causes of this unsatisfactory financial result of the year's working are to be found in the maintenance of a staff largely in excess of the requirements of the service, in the omission to open up other remunerative branches of the service, such as parcels post and money orders, and in the uneconomical conduct of the administration.

The postal service of Corea labours under the double disadvantage of there being very little native correspondence in the interior, and of the correspondence with foreign countries being

* In this connection the Acting-Commissioner of Customs at Chemulpo-draws attention to the fact that the useful service of steamers of the Nippon Yusen Kwaisha which, in previous years, plied between Hong-Kong and Vladivostock, touching in their circuit both Shanghai and Nagasaki, and calling every three weeks at Chemulpo, has been discontinued, a withdrawal which, he adds, is much to be regretted.

SKETCH MAP OF COREAN TELEGRAPH SYSTEM.



Offices, 23.

Total length of lines, 1696 English miles.

largely conducted through the Japanese post-office. Daily communication, where a weekly or even fortnightly service would suffice, is, however, maintained throughout the country, over 900 men being employed as couriers, and their wages and travelling expenses constitute a large item in the total expenditure. The up-keep of post-offices in places where their establishment is unnecessary, is also a heavy charge on the Bureau. There are instances of post offices with annual receipts of 40 yen (4*l.*) costing more than 2,000 yen (200*l.*) to maintain.

Until the defects of the present system have been remedied in accordance with the advice given by M. Clémencet, without whose energy and ability the maintenance of the postal service at all would be impossible, no more favourable results can be expected.

The total receipts of the Korean telegraph administration for the year under review were 72,443 yen (about 7,244*l.*), showing an increase of 21,000 yen (about 2,100*l.*) over those of the previous year. The total mileage of the lines now open is 1,696 miles, of which 121 miles represent the extension which has taken place during the last 12 months. The working of the lines gives general satisfaction. To the courtesy of Mr. Muhlensteth I am indebted for the accompanying sketch map, which shows the present extent of the telegraph system. It will be noticed that all the open ports are now in telegraphic connection with the capital, and that the British, American, and German mines, situated respectively at Gwendoline(Unsan), Wonsan, and Kim-Song, are connected with the main telegraph system by branch lines.

The section of the Söul-Chemulpo Railway between Nodol, the station on the Chemulpo side of the Han River and Söul, which was still unfinished when the trade report for last year was written, has since been completed, and the whole length of the line was opened to traffic on July 8 last. The following figures show the results of the working of this line for the six months ending December 31, 1900, the figures for the whole year not being obtainable :—

					Number.
Working days	..	..	..	..	184
Miles open	..	..	..	..	284
Passengers carried	..	..	..	..	136,947
					Tons.
Freight carried	..	..	..	..	10,146

RECEIPTS.

								Value.
								Yen.
Passengers	..	..	..	..	..	..	..	46,961
Hand luggage..	..	..	..	..	..	..	..	5,072
Goods	..	..	..	..	..	..	..	25,409
Miscellaneous, chiefly gain on exchange between Japanese and	..	..	..	..	..	..	..	11,580
Corean money	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	89,031
								£
Equivalent in sterling	..	..	..	..	..	..	..	8,903

EXPENDITURE.

						Value.
						Yen.
Traffic	..	..	..	..	..	11,981
Maintenance of lines	..	..	..	..	..	15,635
Engines	..	..	..	..	..	14,490
General working expenses	..	..	..	..	..	16,840
Miscellaneous	..	..	..	..	..	18,000
Total	..	..	..	..	..	76,856
						£
Equivalent in sterling	..	..	..	..	..	7,685

It will be seen that the net profit on the working of the line for the period in question was only 12,175 yen, or 1,217*l.*, a sum which, unless largely supplemented by profit on the working of the line during the previous half-year—and there is no reason to think that this is the case—will not go far to pay the 5 per cent. interest on the 700,000 yen of private capital invested, which, under agreement with the Japanese Government, the shareholders are to receive before any attempt is made to repay the loan of 1,800,000 yen (180,000*l.*) advanced by the Japanese Government.

Sōul-Songdo
Railway.

In the report for the year 1897 reference was made to the fact that a French engineer had made a survey for a proposed line of railway between Sōul and Wiju. This survey, which was of a preliminary nature, was, it appears, made on behalf of a French company, but nothing further was done, and the concession obtained for the construction of this line was relinquished under certain conditions regarding the employment of French engineers and material in the event of the Corean Government deciding to construct this railway themselves. This, during last year, they decided to do, commencing with the construction of the first section of the line from Sōul to the important town of Songdo, and surveying work has been conducted since last autumn by two French engineers, who have been engaged for the purpose.

Owing, however, to the paucity of funds available for this undertaking, it is not expected that the work will make rapid progress.

Although work has not yet been begun on the Söul-Fusan railway, the concession for which was granted to a Japanese syndicate in 1898, there are indications that in the near future operations will be commenced.

Söul-Fusan
Railway.

As a result of representations made to the Government of Japan by both Houses of the Japanese Diet in February of last year, a decree was issued in September for the purpose of facilitating the formation of the projected railway company, and in the following month the Japanese Government issued an instruction, in answer to an application made by the Committee of Projectors, stating the conditions under which they would be prepared to grant a subsidy to the company when formed. These conditions were accepted by the Committee, and the Articles of Association, under which the company is to be formed, have since been submitted to the authorities concerned. The subsidy is to take the form of a guarantee of 6 per cent. interest per annum on the paid-up capital of the company. The question is at present before the Diet, which is now sitting, and it is expected that the necessary appropriation for the first year's subsidy will appear in the Budget for this year. No difficulty is anticipated in the floating of the company, the first shares issued having been readily taken up in the Japanese market. The number of 50-yen (5 $\frac{1}{2}$.) shares already placed on the market is 100,000, representing a sum of 5,000,000 yen (500,000 $\frac{1}{2}$.). I learn on good authority that these shares were over-subscribed to the extent of 50 per cent. As stated in the trade report for 1899, the cost of constructing this railway is estimated at 25,000,000 yen (2,500,000 $\frac{1}{2}$.), a sum which it is intended to raise by successive issues of shares from time to time as the work progresses.

In the autumn of last year the Japanese Minister invited the consent of the Korean Government to the alteration of the clause of the Agreement of 1898, which limits the holding of shares in this railway to Japanese and Korean subjects, it being thought that the removal of this restriction would facilitate the raising of the capital required for the construction of the railway. The Korean Government have declined to agree to the proposed alteration, and the matter has been allowed to drop for the present.

In connection with the construction of this railway, arrangements are being made for the reclamation of an extensive area of foreshore at Fusan. The work of reclamation is to be divided into two portions, one of which, affecting the north-eastern part of the harbour, will be undertaken by the future railway company, while the other portion is to be carried out by a Japanese reclamation company, the promoters of which have obtained the sanction of the Korean Government for their project. Amongst the conditions attached to this sanction is the stipulation that the work of reclamation is to be commenced within 20 months from the date of the sanction, and is to be completed within six years from the same date, which is December 31, 1900. The total area of this

latter reclamation will be about 50 acres. A small portion of the reclaimed foreshore will be set apart as the site of a branch station, which is to be connected, over land to be reclaimed by the future railway company, with the terminus of the line at Fusan-Chin, and the remainder will be utilised for two separate purposes: the extension of the present Japanese settlement, and the increase of the area open to occupation by all foreigners, and not included in the Chinese and Japanese settlements.

Currency.

In his report on the trade of Corea for the year 1897, Mr. Jordan referred to the establishment of the Korean currency on a silver basis in 1894, and mentioned the failure of the currency scheme then adopted, so far as the silver coins were concerned. He also called attention to the effect in Corea of the change of the Japanese standard from silver to gold. At the date of that report it was estimated that the amount of Japanese silver 1-yen coins in circulation in Corea was about 3,000,000 yen (300,000*l.*), and that there was the same amount of Japanese paper. In his report for the following year, Mr. Jordan mentioned the withdrawal of a large portion of this Japanese currency, and the stringency in the money market, and the hindrance to trade which were the result.

Since then the tendency has been towards an increasing use of Japanese paper yen, Fusan alone showing an importation during last year of this currency to the extent of over 700,000 yen (70,000*l.*). Referring to this importation of treasure Mr. Laporte, the Acting-Commissioner of Customs at that port, observes:—“To the evident suspicion with which this currency was first received by the Koreans outside of the settlement, when introduced extensively two years ago to replace the silver yen, has succeeded a great confidence now that the natives understand that seldom, if ever, counterfeited, the Japanese paper yen is the safest to accept, the lightest to carry, and the easiest to hoard and to conceal.”*

This testimony to the ready acceptance of Japanese paper money in Corea is the more striking, since the Koreans, unlike their Japanese neighbours, have never in past years been accustomed to use paper money, silver ingots, gold-dust and cash having served as currency, and the fact that the prejudice against Japanese paper is disappearing may have an important bearing on the solution of the currency difficulty. The amount of Japanese paper now in circulation is estimated to be roughly about 2,500,000 yen (250,000*l.*).

* On this subject the Acting-Commissioner of Customs at Chemulpo writes as follows:—“Silver yen are now seldom seen, and to collect 500 of them for a sudden need might be difficult, even for a banker. This has no doubt helped to establish in popular favour the Korean coinage of nickel and copper, which in this part of the country at any rate is becoming more and more *the* money of the people, and which remained from April to December, 1900, at a discount of from 25 to 30 per cent. in relation to paper yen. This steadiness of the Korean coinage has been one of the factors in the year's prosperity; but it seems probable that the nickel money will soon be greatly depreciated by the quantity of illicit coins which are being put into circulation by numerous private coiners, &c.”

The Japanese unstamped silver yen has ceased to be current, and the quantity of stamped silver yen which remains in circulation is very small, their place being taken, so far as coin used in foreign trade is concerned, by Japanese 50-sen silver coins to a small extent, and more largely by nickel, which, adopted as a subsidiary coin in 1894, has been coined in great quantities, and continues to be the principal medium of exchange in Söul and at the open ports in the purchase of native produce for export. Cash of different kinds, 500 of which go to the dollar or yen, are still, however, the currency in general use throughout the country.

At the end of last year the Korean Government issued a new coinage law, which is copied, with a few changes, from the Japanese Coinage Law of 1897, under which the gold standard was introduced. The declared object of this law is to reform the currency by establishing a new coinage based on a gold unit, and silver bullion to the value of some 300,000 yen (about 30,000*l.*) has already been purchased for the minting of the new subsidiary silver coinage. But in the absence of any adequate gold reserve and of any effective arrangements for the working of the new system, it is difficult to see how this law is to be brought into operation, and, even if nominally operative, the insertion of a provision enabling the present debased coins to remain current side by side with the new coinage will, of itself, be sufficient to defeat the professed object of the measure.

The whaling industry on the eastern coast of Corea has been prosecuted with success during the past year. Two Russian companies and one Japanese company are now engaged in this industry. To the Japanese company and one of the Russian companies certain privileges have been granted by the Korean Government, the first-named being allowed to take whales anywhere on the coast within the 3-mile limit, while the Russian company is permitted to land captured whales at three stations on the coast, where the flesh and blubber are prepared for export. The third company has received no special privileges, and conducts its operations from a treaty port.

In addition to the general fishing privileges already enjoyed by the Japanese on the eastern, southern, and south-western coasts of Corea, a further fishing concession was obtained by them in the autumn of last year. Under this Japanese fishermen are allowed to fish off the metropolitan province of Kyeng-Kivi. The negotiation of this concession was facilitated by the Japanese Government undertaking to prevent Japanese dealers from buying ginseng secretly from the Korean producers, a practice which has prevailed to a great extent of recent years, and has, it is said, seriously affected the revenue obtained by the Korean Government from the sale of this commodity.

The development of the Gwendoline Mine, acquired under the Pritchard Morgan Concession from the Korean Government, has been steadily progressing during the last 12 months. A main incline shaft has been sunk to a depth of 350 feet, the total

Mines.
British
mining
concession.

footage driven being 152 feet on the first level, and 58 feet on the second. Both these levels are in the reef, which is a hard quartz layer, containing up to 20 per cent. pyrites holding free and combined gold, limestone forming the hanging and footwall of the reef. A prospecting shaft is also being sunk and has now reached a depth of 66 feet.

The headgear with the necessary ore and waste bins has been completed, and the winding-engine, boilers and mine steam pump have recently been connected and work satisfactorily. It is expected that the crushing plant will be ordered this summer. In addition to the mine at present under development, other reefs have been proved to exist in its immediate vicinity, work on which will be begun in the course of this year.

The Ulsan district, over the whole of which the company possesses mining rights, has been shown to contain silver, copper and coal deposits, and there are also numerous places where auriferous gravel is being worked. Anthracite coal has been found at Tensan, 10 miles north of the Gwendoline Mine, and prospecting shows that the coal seams extend over a large area.

All traffic for the mine is carried by water from Chinnampo, via Ping Yang, to Ko Hol, a village on the left bank of the Hoo Gin River, where the company own a godown and dwelling-house, whence a road, 22 feet broad, has been constructed to the mine, a distance of 11 miles. A stern wheel steamboat, to carry a net load of 10 tons on a draught of 18 inches, is now in course of construction, and will shortly replace the native cargo boats now in use as far as Ko Hol, whence transport to the mine will be conducted by means of a steam traction engine.

A telegraph office at the mine, connecting with the main line at Ping Yang, places Gwendoline in direct communication with all parts of the world.

The erection of buildings of all kinds has necessarily occupied a prominent position in the initial operations. Fortunately there is no lack of cheap and efficient labour, and bricks of good quality are made on the spot, while ample supplies of quick-lime, sand, and building stone lie conveniently to hand. The only article which requires to be imported is galvanised iron for roofing purposes. Houses for the foreign staff, including a doctor, workshops, storehouses, stables, and a telegraph office have been already constructed, and foundations have been prepared for the sorting and crushing plant, as well as for the assay and general offices, which are expected to be completed by the end of this year.

The employes of the company, in addition to Mr. Braceke, the general manager, include 15 foreigners, 655 Coreans, 39 Chinese, and 27 Japanese.

German
mines.

At Tangokae,* where a German syndicate has obtained a gold mining concession, prospecting work is still being carried on. At present three adits are being worked, and the ore obtained so far is reported to be of very good appearance. Washing had to be

* Otherwise known as Kim-song.

abandoned at the beginning of December, on account of the frost, but work was resumed at the end of March, at which time there were some 500 Koreans employed at the mine. There are also 12 foreign employés in addition to Chinese and Japanese.

A table annexed to this report gives the number and distribution in the capital and open ports of the foreign population of Korea. The relatively small number of Western foreigners, as compared with Japanese and Chinese, explains the classification adopted in this table, which shows that out of a total foreign population of a little over 20,000, more than three-fourths are Japanese, while of the remainder three-fourths again are Chinese. Large Japanese communities are, it will be seen, established in the capital and four of the open ports, the Chinese population being concentrated chiefly in capital and Chemulpo. Of the other foreign residents, Americans are by far the most numerous, numbering in all 239, of whom 99 reside in Söul, 34 at Ping-Yang, and 65 at the American mine. Those of British nationality come next. The total number of these is 141, of whom 66 are residents of Söul. The numbers of French, German, and Russian subjects are 80, 62, and 45 respectively, the majority of whom reside in the capital. The remaining 29 foreigners are distributed amongst eight nationalities. I should add that a very large proportion of the American, British, and French residents in Korea are members of missionary bodies.

In previous reports attention has been drawn to the great obstacles to the development of Korean trade which exist in the absence of good roads and other facilities for transport, in the unsatisfactory condition of the currency, and in the general weakness and inefficiency of the Government. That in the face of these obstacles the trade of Korea has increased, and continues to increase, to the extent now observable, is a hopeful sign for the future.

It only remains for me to express indebtedness for much valuable information to the reports of the Commissioners of Customs at the open ports, which have been courteously placed at my disposal by the Chief Commissioner, and to acknowledge the assistance I have received in the compilation of this report from Mr. Bennett, of Messrs. Holme, Ringer and Co., Mr. Goffe, His Britannic Majesty's Acting Vice-Consul at Chemulpo, and Mr. Ottewill of this Legation.

COREA.

Annex I.—Return of all Shipping Entered at the Open Ports of Corea during the Year 1900.

Flag.	Chemulpo.				Fusan.				Wonsan.			
	Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Japanese ..	317	14,369	248	141,832	627	23,937	521	247,377	46	4,101	152	87,391
Chinese..	..	275	..	..	1	30	..	..	..	..	..	..
German ..	36	..	2	1,459	..	..	1	..	..	..	..	..
Russian..	..	..	21	14,556	..	..	19	7,816	..	785	23	8,147
American ..	..	..	2	30	..	..	..	..	9	..	2	2,694
Corean ..	3	80	2	..	..	..	..	..	..	..	..	..
British ..	204	5,332	131	22,767	15	445	21	8,791	..	..	44	9,736
Norwegian ..	..	..	1	2,208	..	..	..	..	..	..	..	..
..	..	..	1	1,220	..	..	..	..	..	..	..	..
Total ..	560	19,956	406	184,072	648	23,412	562	264,147	55	4,836	221	107,968
" 1899 ..	549	17,880	362	182,268	546	22,534	470	263,631	59	6,173	206	121,559

Return of all Shipping Entered at the Open Ports of Corea during the Year 1900—continued.

Flag.	Chinnampo.				Mokpo.				Kunsan.			
	Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Japanese	245	6,887	88	18,243	34	4,940	234	114,780	40	1,241	37	9,398
Chinese	237	2,007	..	..	..	..	..	..	1	15	..	..
German	..	..	..	..	..	..	..	..	..	..	..	..
Russian	..	..	..	..	..	..	..	..	..	..	..	..
American	20	500	34	510	..	..	..	..	..	..	..	..
Corean	260	5,413	115	14,331	14	338	60	10,966	86	2,121	107	15,493
British	..	..	..	..	..	..	..	..	..	..	..	..
Norwegian	..	..	..	..	..	..	..	..	..	..	..	..
Total	762	14,307	187	33,084	88	5,278	294	125,716	127	3,877	144	24,791
" 1899	676	13,903	139	32,791	107	5,332	253	114,587	80	2,055	72	9,895

COREA.

RETURN of all Shipping Entered at the Open Ports of Corea during the Year 1900—continued.

Flag.	Masampo.						Songchin.						Total for Corea.					
	Sailing.			Steam.			Sailing.			Steam.			Sailing.			Steam.		
	Number of Vessels.			Number of Vessels.			Number of Vessels.			Number of Vessels.			Number of Vessels.			Number of Vessels.		
	Tons.			Tons.			Tons.			Tons.			Tons.			Tons.		
Japanese	71	1,148		126	8,170		1	56		102	12,026		1,421	55,179		1,458	689,087	
Chinese..	..	..	..	..	..	..	..	..	..	..	..	..	275	2,327	..	..	..	..
German..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Russian..	..	..	..	2	395	..	..	..	..	..	..	..	9	735	65	3	2,122	..
American	..	..	..	..	..	..	..	..	..	..	..	..	23	580	88	65	30,414	..
Corean ..	4	64	..	2	888	..	1	15	..	51	8,671	..	534	13,628	531	531	91,663	..
British ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2,208	..
Norwegian	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1,220	..
Total ..	75	1,212		180	9,453		2	71		153	20,697		2,312	72,449		2,097	769,928	
" 1899 ..	29	309		60	5,370		3	138		104	15,869		2,049	68,324		1,666	746,020	

COREA.

RETURN of Principal Articles of Export to Foreign Countries from the Open Ports of Korea during the Years 1900-1899.

Articles.	Chemulpo.		Fusan.		Wonsan.		Chinnampo.		Mokpo.		Kunsan.		Masampo.		Songchin.	
	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.
Beans, all kinds	75,357	43,653	119,760	91,074	22,549	22,849	14,218	35,963	5,256	3,608	1,459	124	256	9	...	206
Bêche-de mer	...	180	2,337	4,979	2,043	5,335	...	...	...	...	...	...	...	...	...	...
Cattle	...	...	2,121	685	6,664	3,132	...	...	...	...	26	...	...	6	...	...
Fish measure	...	...	7,194	1,381	10,278	1,037	...	...	...	...	...	...	...	16	...	...
" fresh, dried, and salted	49	25	...	3,072	292	30	7	...	86	31	...	...	...	...	...	...
Ginseng, red	154,740	37,979	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ginseng, white	46	...	7	...	...	16	...	...	...	...	...	...	...	...	...	...
Gold ore	1,169	...	...	...	...	...	4,523	...	...	...	...	...	...	...	...	...
Hides	27,110	17,702	17,951	12,164	12,103	10,699	196	1,108	4,821	3,074	233	14	...	...	...	...
Millet	59	60	...	...	...	...	925	2,302	94	241	30	32	...	...	...	...
Nutgalls	484	1,319	622	1,613	69	57	...	...	...	...	...	...	...	...	...	...
Paper	2,359	2,687	1,644	1,390	...	...	...	...	...	...	...	...	...	...	...	...
Rice	143,233	51,075	160,902	42,060	1,669	200	17,968	16,336	43,423	32,665	5,256	564	37	6	...	...
Seaweed	374	284	7,502	5,254	162	...	...	...	2,054	963	...	...	...	...	...	...
Skins, all kinds	680	1,769	103	231	237	917	...	...	7	6	...	...	...	...	...	...
Wheat	6,245	1,102	2,193	4,329	1	...	2,432	1,767	18	17	6	...	11	...	...	...
Other exports..	13,066	3,731	19,418	13,566	23,917	13,753	237	338	1,646	625	459	63	218	2	...	...
Total	423,315	161,466	332,694	182,228	31,418	57,114	40,540	56,673	57,410	41,151	7,469	818	621	38	...	206

COREA.

	1900.		1899.	
	Currency.	Sterling.	Currency.	Sterling.
Total exports for Korea	Yen. 8,430,367	£ 943,367	Yen. 4,937,845	£ 468,794

Annex III.—RETURN of Principal Articles of Foreign Import (Net) during the Years 1900-1899.

Articles.	Chemulpo.		Fusan.		Wonsan.		Chinnampo.		Mokpo.		Kunsan.		Masampo.		Sungghin.	
	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.
Cotton goods—																
Shirtings, grey and white—																
English	27,232	52,780	29,650	51,295	23,251	25,680	9,246	14,496	11,479	14,412	9,102	1,330	996	694	765	143
Japanese	39	186	1,601	84	179	2	2	2	443	447	283	77	281	53	5	...
Laws and muslins	1,968	6,009	3,007	5,772	765	568	258	211	...	...	...	...	...	...	...	...
Sheetings—																
English	40,938	62,796	11,282	...	193	11	33	49	634	1,806	772	7,825	419	...	30	...
Japanese	57,724	27,862	...	...	248	...	...	...	882	387	6,843	...	...	...	...	...
American	490	861	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chinese	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japanese piece-goods—																
Yarn—	10,504	9,464	22,861	20,105	86,679	28,223	3,707	2,331	667	881	371	137	821	1,101	2,101	379
English	2,914	4,614	...	16	1,326	1,284	...	1,441	79	114	121	127	3,696	1,606	424	100
Japanese	96,599	91,097	18,874	21,808	3,623	2,606	19,979	21,567	3,285	2,649	11,896	5,486	...	...	...	...
Chinese	...	...	...	...	11	10	...	...	...	...	...	...	...	...	...	...
Indian	...	...	...	48	11	11	...	...	...	...	...	...	...	...	...	...
Drills—																
Dyed	...	...	...	...	1,488	2,156	...	...	...	...	...	...	...	...	...	...
English	642	2,162	2,497	3,618	464	39	13	29	...	...	...	...	42	13	58	...
Japanese	...	...	40	1	...	...	...	...	62	97	...	...	2	...	...	...
American	726	786	...	...	360	271	...	...	3,348	2,918	3,797	1,640	233	89	26	...
Other cottons	22,028	21,399	6,969	5,709	6,752	4,863	1,258	1,334	...	...	...	...	...	...	...	...
Total cotton goods	261,744	268,299	96,811	103,453	96,240	75,616	34,486	41,968	21,363	23,617	33,279	16,339	6,473	3,553	3,410	622
Woolen goods	4,318	4,403	491	621	445	339	47	48	44	516	28	17	9	3	...	...
Miscellaneous piece-goods	669	633	1	11	54	63	...	16	170	5	8	...	...	...	...	...
Metals	19,684	8,541	9,021	10,760	3,828	3,361	1,062	1,801	1,319	1,144	404	402	673	253	136	68
Sundries—																
Bags and rope	8,641	292	10,476	7,397	1,647	1,332	4,400	2,906	2,303	...	1,046	294	298	103	59	75
Dyes	2,662	4,766	1,065	1,704	931	918	146	352	286	726	142	81	244	17	2	...
Grass-cloth	24,073	29,546	4,824	6,274	749	1,583	2,694	1,162	464	618	583	314	140	173	...	...
Rubbish, all kinds	4,292	4,426	4,406	3,886	1,827	1,681	2,013	2,054	1,265	1,178	1,241	843	330	237	247	17

Kerosene oil—	1900.										1899.									
	Currency.					Sterling.					Currency.					Sterling.				
	Yen.					£					Yen.					£				
American	16,745	23,890	13,469	17,351	5,001	5,346	5,171	5,720	1,629	1,710	2,080	1,085	882	281	884	316				
Japanese	907	79	2,719	1,562	...	509	...	660	901	224	...	66	69	...	...	...	
Russian	...	38	...	...	...	22	...	...	163	6	...	...	...	49	...	...		
Machinery	7,249	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Millet	1	...	...	610	2,131	2,660	...	...	...	...	44	...	...	...	53	73
Mining explosives	...	17,687	...	...	...	...	6,368	584	...	...	...	...	...	...	...	...
“ plant and materials	9,698	...	...	...	...	...	10,368	...	...	...	...	...	...	...	...	...
Provisions	5,824	5,158	2,113	2,662	1,338	690	1,616	222	935	311	213	126	297	79	2	...				
Salt and samhu	4,822	3,176	4,990	5,952	1,990	2,942	1,916	301	814	772	368	126	666	28	41	16				
Silk	176	825	6,734	5,868	2,010	2,102	1,816	1,046	...	507	2	...	10	25	183	443				
Salt piece-goods	...	...	...	1,460	4,656	4,727	...	...	...	...	...	...	...	...	...	...
Japanese	2,146	1,476	7,707	...	...	...	21	5	...	129	...	...	...	...	...	...
Chinese	44,820	38,049	...	...	...	...	634	1,999	1,788	1,463	3,862	1,353	94	...	...	...	
Railway plant	18,231	23,683	2,012	1,628	886	1,515	460	519	334	320	...	46	...	...	14	...		
Sugar	4,786	4,189	...	...	...	...	...	...	...	...	...	70	79	36	...	...		
Timber and building materials	1,588	3,784	2,821	2,976	387	384	129	606	1,999	1,008	604	230	667	212	...	1				
Other sundries...	186,360	104,684	26,760	27,862	28,120	20,040	11,804	7,944	7,249	8,068	4,486	2,104	3,414	1,106	3,065	1,022				
Total sundries	270,926	263,099	87,799	95,026	48,202	44,882	52,840	26,309	19,443	17,067	15,297	6,740	7,070	2,821	4,651	2,192				
“ Imports	667,340	545,060	194,123	214,960	147,769	192,171	88,437	69,917	42,384	43,249	49,014	23,498	14,228	6,129	6,097	2,819				

Total imports from Corea	1900.		1899.	
	Currency.	Sterling.	Currency.	Sterling.
	Yen.	£	Yen.	£
	11,013,594	1,101,359	10,307,828	1,020,788

Annex IV.—COAST Trade between Treaty Ports in Native Produce (Net).

Port.	Imports.		Exports.	
	1900.	1899.	1900.	1899.
	Yen.	Yen.	Yen.	Yen.
Chemulpo	1,246,261	750,254	73,251	107,455
Fusan	471,896	316,665	468,642	553,440
Wonsan	431,911	546,113	661,750	560,574
Chinnampo	34,563	45,039	430,333	258,604
Mokpo	114,386	130,292	272,684	219,483
Kunsan	51,189	51,327	453,298	171,304
Masampo	7,119	8,688	79,126	21,064
Songchin	53,033	39,406	75,322	56,406
Total	2,414,813	1,886,784	2,514,906	1,948,830

Annex V.—CUSTOMS Revenue.

Year.						Amount.
						Yen.
1900 .. ..	..	..	..	..	..	1,097,095
1899 .. ..	..	..	..	..	..	902,955
1898 .. ..	..	..	..	..	..	1,000,451
1897 .. ..	..	..	..	..	..	1,118,169
1896 .. ..	..	..	..	..	..	691,782

Annex VI.—GOLD Export to Foreign Countries.

Year.						Amount.
						Yen.
1900 .. ..	..	..	..	..	..	3,633,050
1899 .. ..	..	..	..	..	..	2,933,382
1898 .. ..	..	..	..	..	..	2,875,725
1897 .. ..	..	..	..	..	..	2,034,079
1896 .. ..	..	..	..	..	..	1,390,412

From—						Value.	
						1900.	1899.
						Yen.	Yen.
Chemulpo .. ..	..	..	..	..	..	1,927,665	1,789,030
Fusan	121,809	132,377
Wonsan	1,425,576	1,011,925
Chinnampo	158,000	..
Total	3,633,050	2,933,382

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COSTA RICA.

REPORT FOR THE YEAR 1900

ON THE

TRADE AND COMMERCE OF COSTA RICA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1913.

*Presented to both Houses of Parliament by Command of His Majesty,
JULY, 1901.*

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Report on the Trade and Commerce of Costa Rica for the Year 1900

By MR. CONSUL HARRISON.

(Received at Foreign Office, June 21, 1901.)

According to the returns of the Government Statistical Bureau, Trade and commerce. the total foreign trade of the Republic for the year 1900 amounted to 2,481,218*l.*, viz., exports, 1,264,239*l.*; imports, 1,216,979*l.* General survey. Annex I. is a comparative table of the exports and imports for the years 1897 to 1900, inclusive, from which it will be seen that the volume of trade in 1900 was larger than in any of the three preceding years.

Coffee is still the staple product and the most important article Coffee. of export. The year 1900 was a good one for exporters, the average price paid by them to the growers for the berry in fruit being only 1*l.* 10*s.* per fanega (400 litres), as against 1*l.* 11*s.* 2*d.* per fanega in 1899, while the prices realised abroad were higher by 1½*d.* per lb., the actual figures being: 1899, net average value, 4½*d.* per lb.; 1900, net average value, 5½*d.* per lb. It is true that, owing to the fall in exchange, the colon was worth more in 1900 than the peso in 1899, but the principal decline did not take place until April, by which time most of the coffee drafts had been negotiated. Growers complain, however, that at these prices coffee barely pays expenses, and it is possible that, if there is no improvement in the near future, many of the older farms and also those in inferior soil will be abandoned. This is even more probable now, as so far from any prospect of an advance in price appearances all point the other way. The improvement in the coffee markets abroad, mentioned above, was only temporary, and the prices so far obtained for this year's (1901) crop are, in many instances, as much as 1*l.* per cwt. less than those of the preceding year.

The banana industry continues to develop, the quantity of Bananas. fruit exported in 1900 being larger by 457,395 bunches than in 1899. The following returns of the number of bunches exported show the rapid growth of this trade since its commencement in 1881:—

Year.						Quantity.
						Bunches.
1881..	..	..	..	..	..	8,500
1891..	..	..	..	..	..	1,133,717
1899..	..	..	..	..	..	2,962,771
1900..	..	..	..	..	..	3,420,166

All of which were exported to the United States. The export trade is in the hands of the United Fruit Company, a large American corporation, organised in the spring of 1899 and incorporated under the laws of the State of New Jersey, with headquarters in Boston, United States of America. The prime movers in this organisation were the Boston Fruit Company, which, together with other important fruit companies, was absorbed by the new corporation. A controlling interest was also obtained in the Tropical Trading and Transport Company, a British joint-stock company which formerly had large interests in Costa Rica and controlled the export trade in bananas from that country, and which went into liquidation in 1900, the United Fruit Company taking over all its interests. The company contracts with the farmers for the latter to deliver their fruit alongside the railway track at certain fixed places. When the fruit has been passed by the company's receivers, the growers receive checks stating the number of bunches and specifying the proportion of "firsts" (bunches with 9 "hands" and upwards) and "seconds" (bunches with fewer than 9 "hands"). These checks are afterwards changed by the company for sight drafts on New York, or, if preferred, for the equivalent in Costa Rican currency, the rate of exchange being fixed by the company at the commencement of each month. The contracts are made for a term of years, the present prices being 26 c. American gold (13d.) for "first" and 13 c. (6½d.) "seconds." Many of these contracts expire shortly, but the company has already entered into an agreement to renew them on slightly better terms. In addition to their export business, the company owns large tracts of banana lands already in production, or being brought into production. A large proportion of the profits derived from this industry does not remain in the country, but there can be no doubt as to its importance and the Government so fully recognises this that, in September last, Congress enacted that no export duties should be imposed on bananas for a term of 10 years from that date.

Precious
metals.

The precious metals also show an advance in the value exported and the actual amount exported was probably considerably larger than that given in the official returns. The regulations as to the declarations of exporters not having been strictly enforced, the Director-General of Statistics is of opinion that large amounts have been exported or carried among the personal effects of travellers, without any return to his department. It should also be mentioned that the export of parcels of silver coins consequent upon the introduction of the

gold currency has helped to swell the total given in the official returns.

Although there was a large falling-off in the quantity of dye- Woods
woods exported, this has been more than compensated for by the larger shipments of mahogany, cedar, and rose-wood. This industry being dependent on the exploitation of the forests, it is destined, of necessity, to decline as the forests, or, at least, those near the coast, or the navigable rivers, become depleted.

Some progress has been made in the cultivation of cocoa. In Cocoa.
order to encourage the industry, a law was passed in 1894, offering a premium of 25 c. a tree for plantations containing upwards of 500 trees, of at least three years' growth, provided that they were in good condition. In virtue of this law, applications for the premium have been made to the Minister of Public Works representing 400,000 trees, but the report of the Commission appointed to inspect the plantations and count the trees has not yet been published. In order to protect this industry, the import duties were raised in April to 30 c. per kilo. for cocoa in bean and 50 c. per kilo. on ground cocoa. Those who have embarked in this industry are well satisfied with the results so far obtained; the production is already almost sufficient to supply the home consumption, and when the existing plantations come into full bearing it is probable that cocoa will figure conspicuously among the exports.

The import trade was very active, but part of the large increase Import trade.
over the figures of the preceding year is, no doubt, due to the very general belief that a considerable advance in the import duties was contemplated, and importers, therefore, laid in larger stocks than they would otherwise have done. The import trade is now mainly in the hands of a few large firms, principally German, for whom the year 1900 was satisfactory, and who benefited considerably by the heavy fall in exchange consequent upon the placing in circulation of the gold coinage.

Commercial travellers do not find this country a very favour- Commercial
able field for their operations. Many of the leading houses have travellers.
a member of the firm resident in Europe or in the United States to attend to the buying, and travellers thus find it almost impossible to do any business direct with these firms. They are, therefore, compelled to deal with the smaller firms who not only do not offer such satisfactory guarantees, but also require from four to six months' credit. The municipality of San José imposes a tax on commercial travellers who exhibit samples, as below:—For the exhibition of assorted samples, 100 dol.; and for the exhibition of samples of specialties, 10 dol. 50 c.

Exchange gradually declined up to the month of April, when, Exchange.
in consequence of the publication of the decree calling the gold coinage into circulation, there was a sudden fall of over 20 points.

Annex II. shows the average rate of exchange for each month. The average rate for the year was 11 dol. 35 c. to the 1*l.* sterling, as against 14 dol. 10 c. in 1899.

The most important legislative event was the decree of Legislation.

Gold coinage. April 17, fixing July 15 as the day upon which the new gold coinage should be placed in circulation. This decree was the complement of the coinage law of 1896, and after stating that the conditions of the Quiros-Coronado contract—the contract with the Banco de Costa Rica referred to in my report for 1896—having been fulfilled, and the amount of gold coin already delivered, or about to arrive being sufficient for the needs of the country, the time had come for the money to be placed in circulation, proceeded to call up the gold certificates for payment on July 15. It was further enacted that all obligations pending on that date and contracted in national money and all duties and Government imposts should, thereafter, be payable in the new coinage in the proportion of one colon (dollar) to 1 peso (dollar) silver. The immediate effect of the publication of this decree was the heavy fall in exchange mentioned above.

Banking law. A Banking Law was published in April, the terms of which refer mainly to the regulation of banks of issue and to the holding of real estate by banks. All banks—whether organised in the country or abroad—doing business in the country must conform to the provisions of this law, and both the bank and its shareholders will be considered as Costa Rican. Neither the bank nor its shareholders may appeal to their rights as foreigners in any matter connected with the business of the bank, all such matters being subject to the laws of the Republic and to the decisions of the Costa Rican courts.

Other laws. Other decrees have been issued as below :—

Raising the import duties on cocoa, and exempting bananas from export duties for a term of 10 years.

Renewing for a further term of 10 years the decree of June 1, 1895, exempting from import duties materials and rolling stock for the construction and use of tramways and light railways on the Atlantic slope.

Trade marks. During the year ratifications of a convention for the registration of trade marks were exchanged between the United Kingdom and Costa Rica.

Fire at Limon. A disastrous fire occurred in Port Limon in October, by which four entire blocks, comprising almost the whole of the business portion of the town, were destroyed, but the customs warehouses, the wharf, and the railway station were fortunately not damaged. The loss sustained is estimated at about 140,000*l.*, of which about 70,000*l.* was insured with British companies. In consequence of this fire the use of wood in the construction of the external walls and roofs of houses in Limon has been prohibited, and building materials for use in Limon have been exempted from import duties.

Imports. The imports amounted to 1,216,979*l.*, of which 199,421*l.* was in gold coin imported in connection with the new coinage scheme. The imports from the United Kingdom amounted to 27·3 per cent. of the total, a considerable advance on the year 1899, when the imports from the United Kingdom amounted to only 19·6 per cent. of the total. Annex III is a table showing

the percentages of imports from the different countries of origin for the years 1897-1900 inclusive, but in considering these figures it must be noted that the whole of the gold coin imported by the Government since 1896 in connection with the currency scheme was minted in Philadelphia, and is, therefore, included in the imports from the United States. I regret that I am unable to give details as to the class of goods imported from each country, but the Statistical Bureau is not able to furnish these particulars.

The returns relating to the exports are fuller than those relating to the imports, and I am able to give in Annex IV tables showing the values of the various articles exported, and in the case of coffee the destination.

The following lines of steamers call regularly at Limon:—

Shipping and
navigation.
Limon.

The Royal Mail Steam Packet Company: Twice a month.

The Hamburg-American Steamship Company: Three times a month during the coffee season, and twice a month during the rest of the year.

The Compañía Trasatlántica Española: Once a month.

The Compagnie Transatlantique: Once a month.

The Atlas Steamship Company (for New York): Once a week.

The banana steamers of the United Fruit Company and of the Camors-Weinberger Banana Company, which is controlled by the United Fruit Company, run between Limon, Mobile, and New Orleans, calling at Limon 20 times a month.

The companies with regular services for Puntarenas are:—

Puntarenas.

The Pacific Mail (American): Three times a month on the upward voyage from Panama to San Francisco, and three times a month on the downward voyage from San Francisco to Panama.

The Pacific Steam Navigation Company and the Compañía Sud-Americana maintain a joint service between Panama and San Francisco, calling once every week going north and once every week going south.

The "Kosmos" line (German) also calls at Puntarenas, but the service is irregular.

Annex V is a return of all shipping at the ports of Limon and Puntarenas during the year 1900.

On February 18, 1892, when the last census was taken the population of the Republic was 243,205. The Director-General of the Statistical Bureau, in his last published report, estimates the population on December 31, 1899, at 309,683. This calculation is based upon a rate of annual increase of 3.583 per cent., derived from a comparison of the census returns obtained in 1883 and 1892. There is, however, a notable difference between these figures and those obtained from the official returns of births and deaths, but these returns are so defective that the Statistical Department considers the estimate based on the census results more reliable.

The official returns of births and deaths for the years 1897-1900, inclusive, are as follows:—

	Number.			
	1897.	1898.	1899.	1900.
Births	12,969	11,332	10,691	10,695
Deaths	6,538	6,858	7,652	6,275

Mines.

Profiting by the failures in the mining industry of their predecessors, those now engaged are not disposed to make any large outlay on crushing machinery and plant for treating the ore until convinced that such outlay is justified, and they have, therefore, confined their operations during the last few years to prospecting or to the development of mines already opened up. The few mines actually in operation possess machinery and plant of but small capacity.

The mines officially returned as in operation are as follows :—

Bella Vista Mine.

The Bella Vista Mine (gold), situated in the Ciruelitas district, is worked by an American company, incorporated under the laws of the State of Colorado, with a capital of 1,000,000 dol. American gold, and formed five years ago. The work done has been mainly development, but a small 20-stamp mill of 850-lb. stamps was erected about three and a half years ago, and a cyanide plant has since been added.

Thayer Mine.

The Thayer Mine (gold) is also in the Ciruelitas district adjoining the Bella Vista Mine, and is worked by an American company, incorporated under the laws of the State of Colorado, with a capital of 1,500,000 dol. American gold. The two companies were launched under the same auspices and the stock is held, more or less, by the same parties. On this property, too, attention has been principally devoted to the opening up of the mine. About two years ago a 20-stamp mill of 850-lb. stamps was erected together with a cyanide plant. The ore in these mines is of a low grade, but it is found in sufficient quantities to yield a satisfactory profit if worked economically and on a large scale. With the present small plant the mines have, for some time, paid working expenses.

Tres Amigos Mine.

The Tres Amigos Mine (gold), in the Abengares district, belongs to the Abengares Gold Fields Company, incorporated under the laws of the State of Delaware, with a capital of 2,000,000 dol. American gold. This company was formed to purchase the territorial and mineral rights over a large tract of land of about 20,000 acres, known to be traversed by numerous auriferous veins, in which are situated the Tres Hermanos and Tres Amigos Mines. Since these properties were taken over by the company, work in the Tres Amigos Mine has been confined to development. A small 20-stamp mill of 400-lb. stamps was erected by the vendors before the transfer of the property to the company and a provisional cyanide plant has since been added for experimental purposes.

During the past year various levels have been opened up to the depth of 310 feet, at which depth the vein has been struck with good width and fair grade ore. The managers are so satisfied with the results that steps are being taken to bring out adequate crushing machinery and to erect the necessary cyanide plant. Three years ago a London syndicate entered into negotiations for the purchase of the territorial and mineral rights now the property of this company, but the vendors would not accept some of the conditions imposed by the syndicate and the negotiations fell through.

The value of the gold exported by the mines in 1900 is returned at 32,000%, but the actual value exported was probably considerably higher, as the officials of the Statistical Bureau assert that many shipments were effected of which no return was made to their office.

The Pacific Railway, which is being constructed for the account of the Government from San José to Tivivis on the Pacific coast, will, according to the final survey of the Government engineers, be 59 miles in length. Public works.
Pacific
Railway.

The contract for the construction of the line was signed with General John S. Casement in June, 1897, and approved by Congress in August of the same year; work was commenced in the following September. The section from San José to the Rio Grande, a distance of 25 miles, is completed as far as the track is concerned and the construction trains are now able to traverse the whole of this section. The material for the bridge over the Rio Grande is already in the country and preparations for its erection are being pushed forward. A good deal of grading has already been done on the further side of the river, so that as soon as the bridge is complete, the track will be ready for the laying of the rails up to Santo Domingo of San Mateo. From this point to the terminus is a distance of 19 miles, which, according to the Contractor's report, will be the easiest of the whole line to construct.

The rails and materials for the bridges have been brought from the United States.

The Limon improvements and sanitary works are now in a very advanced condition. The sea-wall and the adjacent boulevards have been completed so that the sea front now presents a very picturesque appearance. The principal streets have been laid down with macadam, with surface drainage for the escape of the rain-water. A general system of sewerage has been constructed, but the house connections are not yet complete. The town is now supplied with water brought from the Banano River. Limon
improvements
and sanitary
works.

The San José Electric Tramway, built and worked by the Costa Rica Electric Light and Traction Company, a British undertaking, runs from the railway station in San José to the end of the Sabana, a distance of about 3½ miles, and is well patronised. During the dry season, however, the cars do not run after 5.30 P.M., as, owing to the lowness of the rivers, there is not sufficient power to enable the company to run the trams and furnish light at the San José
electric
tramway.

same time. An extension of the line to the Mojón and Curridabat is contemplated and the rails have been laid for a distance of 2 miles, but owing to disputes with the Telephone Company the work has been suspended for the present. It is also, I understand, proposed to make use of water-power some miles from San José, so that the company may not continue to be subjected to the difficulties experienced during the last two dry seasons.

Internal and external debts. The internal debt on March 31, 1900, amounted to 6,916,071 dol. 90 c., against 4,870,488 dol. 85 c. in 1899. This amount is made up as follows:—

						Amount.	
						Dol.	c.
Consolidated debt	..	..	..	..	..	384,403	29
Deposits of public and charitable institutions	..	..	..	..	..	463,770	14
Floating debt	..	..	..	..	..	6,067,898	47
Total	..	..	..	..	..	6,916,071	90
Equivalent in sterling						£	
						553,280	

External debt. The service of the external debt was punctually performed in accordance with the arrangement made with the bondholders in 1896.

Income and expenditure. The Finance Minister's statement for the year ending March 31, 1900, showed:—

					Amount.	
					Currency.	Sterling.
					Dol.	£
					c.	
Total receipts	..	..	..	..	8,228,292	658,263
„ expenditure	..	..	..	..	7,448,120	595,850
Surplus	..	..	..	..	780,171	62,413

These figures have been converted at an exchange of 12 dol. 50 c. to the 1l. sterling, the current rate on March 31, 1900.

It should be mentioned that an amount of 1,500,000 dol. proceeds of a loan of 150,000l., obtained in London under the guarantee of the Government's shares in the Costa Rica Railway Company, is included in the receipts.

I venture to conclude this report with some remarks made to me by one of the principal importers who, last year, made his first business trip to Europe:—

“I did most of my business in Germany (Hamburg) as I found it very much easier to make my purchases and see all that I required in that town, although most of the articles bought were of British manufacture. London was the first place I visited, but

I found that for many of the articles I required, I had to send for samples and quotations, or go myself to Manchester, Birmingham, Sheffield, Leeds, Nottingham, &c., as the British do not seem to have adopted the system of representatives in London, with large show-rooms for displaying their goods, as is done in Hamburg.

"In Hamburg, when a buyer calls upon his agents, he is at once taken to one of these large show-rooms, where not only German manufactures are displayed but also British, and the prices are quoted f.o.b. in London, Manchester, or Liverpool. This greatly facilitates business, enabling the buyer to get through his work much more rapidly and without travelling all over the country.

"I found also that distillers in Hamburg—as long as the house they are dealing with is a respectable one—are willing to put up packages so as to adapt the goods to the special customs tariff and regulations of the country to which they are shipped. In the United Kingdom a stereotyped style of package is adopted and no alteration is permitted; in only one instance was I able, after much difficulty, to obtain a concession in this matter. In this Republic spirits pay import duty on the gross weight of the package. Cases of empty bottles pay only 2 c. per kilo., as against 1 dol. 20 c. when filled with spirits. Thus the importer can effect a saving of at least 24s. a case by importing the spirits in bulk and doing the bottling here. If British manufacturers would establish showrooms in London where their goods could be displayed, it would greatly assist the foreign buyer. Certainly the manufacturers lose nothing if the purchasers obtain their goods in Hamburg, but it means that the German agent gets the commission which should remain at home, and enables the Germans to be so thoroughly acquainted with the style of goods required that they make imitations which they quote at a lower price."

Annex I.—COMPARATIVE Table of Imports and Exports during the Years 1897–1900.

IMPORTS.

Year.	Value.		
	Merchandise.	Other Products.	Total.
	£	£	£
1897	1915,289	82,899	998,188
1898	766,820	84,959	851,779
1899	761,217	66,184	827,341
1900	986,910	230,069	1,216,979

EXPORTS.

Year.	Value.		
	Coffee.	Other Products.	Total.
	£	£	£
1897	820,836	274,618	1,094,954
1898	841,913	289,930	1,131,843
1899	588,638	397,352	985,990
1900	760,037	504,202	1,264,239

Annex II.—TABLE showing the Average Rate of Exchange for each Month during the Year 1900 of 90 d/s Drafts on London.

Month.	Per Cent.	Rate of Exchange per 11. Sterling.
		Pesos.
January	154.50	12.725
February	148	12.40
March	148	12.40
April	145	12.25
May	123.33	11.1665
June	122	11.10
		Pesos and colon.
July	119.33	10.9665
		Colon.
August	113.17	10.6585
September	113	10.65
October	113.83	10.6915
November	113.33	10.6665
December	112	10.60
Average for the year ..	127.12	11.3560

Annex III.—TABLE of Percentages of Imports from the different Countries of Origin during the Years 1897–1900.

Country.	Percentage.			
	1897.	1898.	1899.	1900.
United States	33.64	44.80	54.00	46.20
United Kingdom	26.92	19.61	19.60	27.30
Germany	21.01	15.50	14.55	13.59
France	10.00	10.80	5.90	5.94
Spain	3.12	3.80	2.60	2.60
Italy	3.48	1.06	1.91	2.00
Other countries.. ..	1.83	4.93	1.44	2.34
	100	100	100	100

Annex IV.—TABLE of Exports during the Year 1900.

Articles.		Quantity.	Value.
			£
Precious metals	Kilos.. ..	..	100,172
Coffee	Bunches ..	16,100,905	760,088
Bananas.. ..	Kilos... ..	3,420,166	270,878
Rose-wood	"	846,400	1,524
Fustic	"	3,029,170	5,452
Cedar	Cubic feet ..	1,133,885	63,038
Mahogany	"	25,790	1,547
Rubber	Lbs.	75,517	19,634
Hides	Kilos... ..	309,114	18,549
" (deer)	"	17,643	2,117
Live-stock .. ..	" .. ..	..	9,052
Sundries.. ..	" .. ..	..	7,243
Total .. ..	..	..	1,264,239

TABLE of Coffee Exported of Crop 1899-1900.

Country.	Number of Bags.	Weight.
		Kilos.
United Kingdom	202,867	9,662,834
United States	70,722	4,055,496
Germany	35,076	1,819,581
France	9,830	584,456
Other countries	3,249	193,024
Total	321,244	16,214,891

NOTE.—The difference between the weights of coffee in these tables is explained by the fact that the latter refers to the crop 1899-1900 and the former to the year 1900.

Annex V.—RETURN of all Shipping at the Port of Limon during the Year 1900.

ENTERED AND CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	169	215,446	..	..	169	215,446
German	42	57,297	..	..	42	57,297
French	21	29,259	1	2,710	22	31,969
Italian	6	5,877	2	4,355	8	10,032
Norwegian ..	45	26,589	..	..	45	26,589
Danish .. ..	..	..	1	315	1	315
American (U.S.) ..	78	5,022	6	4,057	84	9,079
Colombian ..	1	20	3	20	4	40
Costa Rican ..	7	21	1	4	8	25
Other countries ..	8	12,492	8	2,793	16	15,235
Total	377	351,823	22	14,254	399	366,077

RETURN of all Shipping at the Port of Puntarenas during the Year 1900.

ENTERED AND CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	57	82,692	..	..	57	82,692
German	28	50,541	..	..	28	50,541
Italian .. ..	..	..	1	815	1	815
Norwegian ..	..	..	4	2,982	4	2,982
Danish .. ..	..	..	2	1,082	2	1,082
American (U.S.) ..	57	92,702	5	14,423	62	107,125
Colombian ..	..	..	1	40	1	40
Other countries ..	48	78,156	3	5,000	51	78,156
Total	190	299,091	16	24,292	206	323,383

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To—	Value.	
	1900.	1899.
	Yen.	Yen.
Japan	3,065,380	2,049,477
China	567,670	883,905
Total	3,633,050	2,933,382

Annex VII.—TABLE showing Foreign Population of Corea.

	Number.		
	Japanese.	Chinese.	Other Foreigners.
Foreigners resident at capital and open ports—			
Sŏul (capital)	2,115	1,700	287
Chemulpo	4,219	1,263	86
Fusan	5,757	82	20
Wonsan	1,578	93	33
Mokpo	894	38	9
Chinnampo	389	158	3
Kunsan	422	10	7
Massampo	250	27	18
Songchin	38	..	..
Ping Yang*	159	100	40
	15,771*	3,471	503
Foreigners resident at mines worked by foreign companies—			
American mines at Wonsan ..	200	200	70
German mines at Tangokae ..	..†	..†	7
British mines at Gwendoline, Unsan	27	39	16
	227	239	93
Total	15,998	3,710	596
Grand total		20,304	

* Not strictly speaking an open port.

† No return.

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DENMARK.

SUPPLEMENTARY REPORT FOR THE YEAR 1899

ON THE

TRADE OF DENMARK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2455.

*Presented to both Houses of Parliament by Command of Her Majesty,
JANUARY, 1901.*

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No. 2547.

Annual Series.

Reference to previous Report, Annual Series No. 2455.

*Supplementary Report on the Trade of Denmark for the Year 1899
by Captain J. Boyle, Her Majesty's Consul at Copenhagen.*

(Received at Foreign Office, December 31, 1900.)

The latest Government statistics for 1899, which have just been issued, show a considerable increase as regards exports and imports, compared with 1898 and the foregoing years.

The value of the exports amounted, in 1899 to 20,252,000*l.* Value of exports.
(1898, 18,131,000*l.*).

The value of imports in 1899 was 27,346,000*l.* (1898, Value of imports.
25,680,000*l.*).

The following table shows the import to and the export from the Free Port in 1899, compared with the same figures as regards Copenhagen (including the Free Port) and the whole country.

DENMARK.

TABLE showing the Import to and the Export from the Free Port in 1899, compared with the same figures as regards Copenhagen (including the Free Port) and the Whole Country.

Goods.	Total Imports to—			Exports of Home-made Goods from—			Exports of Foreign Goods (Transit) from—			Total Trade with Foreign Countries.		
	The Whole Country.	Copenhagen (including the Free Port).	The Free Port.	The Whole Country.	Copenhagen (including the Free Port).	The Free Port.	The Whole Country.	Copenhagen (including the Free Port).	The Free Port.	The Whole Country.	Copenhagen (including the Free Port).	The Free Port.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coarse goods ..	2,921,000	1,238,000	261,000	243,000	19,000	2,000	225,000	162,000	22,000	3,390,000	1,419,000	285,000
Grain, seeds, &c.	1,045,000	461,000	291,000	83,000	22,000	1,000	97,000	76,000	52,000	1,224,000	559,000	345,000
Other goods ..	683,000	490,000	108,000	278,000	85,000	5,000	145,000	136,000	31,000	1,115,000	711,000	138,000
Total ..	4,659,000	2,189,000	655,000	604,000	126,000	8,000	467,000	374,000	105,000	5,728,000	2,689,000	768,000

The figures for the Free Port differ very little from those for 1898, which I have, therefore, not considered it necessary to quote.

At the end of this report will be found a table showing the value of exports and imports.

The United Kingdom as hitherto has the largest share in the foreign trade with Denmark. The value of the trade with the United Kingdom is 37 per cent. of the total value, and the weight 43·3 per cent. of the total weight of merchandise. As usual, the exports to the United Kingdom (butter, eggs, and bacon) are much more valuable than the imports, which are for the most part goods, such as coal, raw iron, &c.

After the United Kingdom, Germany comes next as regards foreign trade. The exports to Germany are small in comparison to those to the United Kingdom, but the imports from Germany are much more valuable.

The value of imports from Germany to Denmark in 1899 was 8,200,000*l.*, whilst from the United Kingdom it was only 5,600,000*l.*

The following table shows the value in öre per Danish pound of goods imported from and exported to foreign countries:—

Country.	Value per Danish Lb.	
	Imports.	Exports.
	Öre.	Öre.
Norway	5·5	8·8
Sweden	4·5	9·3
Russia	8·6	6·7
Germany—		
Hamburg	10·3	13·3
Lübeck	40·3	18·4
Slesvig	3·9	6·6
Other parts of Germany ..	11·5	11·1
United Kingdom	2·2	48·5
Holland	21·3	6·0
Belgium	11·2	8·0
France	21·4	11·6
United States of America ..	5·3	5·2
Total average value of imports and exports.. .. .	5·2	16·9

NOTE.—100 öre = 1*l.* 1½*d.*

The Danish mercantile navy is increasing year by year, but it is during the last two years that the increase has been unusually rapid, which will be seen from the following table for the years 1895 to 1899, at the end of which years the tonnage was:—

Trade with
United
Kingdom.

Trade with
Germany.

Value of
imports from
Germany
compared
with those
from the
United
Kingdom.

Mercantile
Navy of
Denmark.

Year.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1896	3,168	186,102	422	144,931	3,590	330,033
1896	3,212	181,508	439	164,075	3,651	345,583
1897	3,232	173,408	464	182,702	3,696	356,108
1898	3,284	169,383	510	225,422	3,774	394,805
1899	3,305	166,308	539	256,241	3,844	423,549

The foregoing gives the figures for Denmark, including the Farøe Islands, Iceland, and the Danish West Indies.

The mercantile navy of Denmark alone on December 31, 1899, amounted to 3,544 vessels, of a tonnage of 410,469 tons. Of these, 3,047 were sailing vessels, 155,271 tons; and 497 steamers, 255,198 tons. Besides these, there were 11,790 boats and crafts under 4 tons, and 131 barges and lighters amounting to 6,611 tons, and 35 dredgers of 1,562 tons.

During the year 1899 the number of sailing vessels has increased by 27, while the tonnage has decreased by 2,884 tons, or about 2 per cent. The number of steamers has increased by 21, whose tonnage amounts to 32,064 tons, which is an addition of about 12½ per cent. over and above the year before.

It will be noticed from the foregoing table that the number of sailing vessels is increasing, whilst the tonnage is going down, which proves that when new ships are built or bought it is preferred to have them smaller. As regards steamers, number as well as tonnage is increasing, the latter much more in proportion, viz., when new ships are wanted and required they are mostly always of a larger size than formerly.

Shipbuilding
in Denmark.

During 1899, 85 sailing ships, 4,109 tons, and 8 steamers, 9,143 tons, were built in Denmark for the Danish mercantile navy. For foreign account: 4 sailing ships, of 41 tons (for Germany), and 4 steamers, of 4,669 tons, were also built (1 for Norway, 2 for Russia, and 1 for Germany). Six steamers were built at Copenhagen and 5 at Elsinore, whilst a small one was built at Stega.

Danish vessels
built abroad.

Ten sailing ships, of 1,779 tons, and 15 steamers, of 19,122 tons, were built abroad to Danish orders. The first were built partly in Sweden and partly in Germany, but the steamers were, with the exception of two small ones, all built in Great Britain, viz. :—

In—	Number of Vessels.	Tons.
West Hartlepool	1	2,217
Sunderland	1	1,333
Newcastle	2	3,188
Hebburn	2	1,783
Renfrew	4	1,824
Glasgow	2	3,537
Dumbarton	1	2,739

Of ships of 1,000 tons and upwards there were, at end of 1899, 12 sailing vessels, 15,650 tons, and 88 steamers, 140,653 tons; 85 of the steamers claim Copenhagen as their port. Large ships in Danish mercantile navy. Carrying trade.

Denmark's total carrying trade with foreign countries amounted in 1899 to 3,665,368 tons, a fair increase on that of 1898, which showed 3,570,098 tons. It will be noticed that the increase in 1899 was not so great, taking into comparison 1898 and 1897, 2,564,000 tons.

The following table shows the proportion in which different countries take part or share in the Danish carrying trade:—

Nationality.	Per Cent.		
	1897.	1898.	1899.
Danish	48·3	51·0	52·8
Norwegian	9·3	9·4	8·9
Swedish	14·3	13·7	12·7
Russian	1·8	2·1	1·7
German	8·7	8·2	9·2
British	16·8	14·5	13·4
Dutch	0·7	1·0	0·9
Other nations	0·1	0·1	0·3
Total	100·0	100·0	100·0

Next to the Danish it is, as usual, the British steamers and the Swedish sailing vessels that take part in the Danish carrying trade. It is an interesting fact which can be seen in the foregoing table that the percentage for Denmark increases year by year, whilst it is exactly the opposite for the two other countries. As regards the United Kingdom the reason is that the Danes have commenced to a much larger extent than formerly to bring coals over from the United Kingdom to Denmark in Danish ships, and the second reason is, that grain and maize for the Atlantic and Black Sea ports are also brought in Danish ships much more so than formerly. It is, therefore, not to be wondered at that the number and tonnage of British steamers in these trades is diminished.

The whole Danish carrying trade between ports not being Danish amounted in 1899 to 16,558 clearances, with a tonnage of 8,356,151 tons, of which 11,478 ships (5,208,459 tons) carried cargoes, and the remainder were in ballast. The clearances at British ports were most numerous, and were 27·5 per cent. of the whole tonnage. After British ports the percentages for Russian and German ports were 19·6 and 11·3 per cent. Danish carrying trade between foreign ports.

TABLE showing Total Value of Exports and Imports to and from Foreign Countries during the Years 1898-99.

Country.	Exports.		Imports.	
	1898.	1899.	1898.	1899.
	£	£	£	£
United Kingdom ..	11,106,000	12,023,000	4,378,000	5,584,000
Germany	3,133,000	3,704,000	7,183,000	8,214,000
Sweden.. ..	1,845,000	1,937,000	2,869,000	2,808,000
Russia	768,000	901,000	2,151,000	2,043,000
United States of America	135,000	381,000	2,685,000	4,352,000
South America ..	1,000	..	385,000	298,000
Norway.. ..	563,000	626,000	413,000	416,000
Holland.. ..	18,000	26,000	436,000	394,000
France	48,000	78,000	593,000	619,000
Belgium	59,000	65,000	393,000	468,000
Danish possessions ..	203,000	206,000	161,000	192,000
Other countries and bonded warehouses ..	252,000	305,000	1,503,000	1,898,000
Total	18,181,000	20,252,000	23,155,000	27,346,000

RETURN of all Shipping between Foreign Ports and the Ports of Denmark during the Year 1899.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	40	5,533	637	616,506	677	622,039
Danish	5,650	241,907	10,061	3,032,015	15,611	3,273,922
Swedish	6,369	246,237	1,853	344,776	7,727	591,012
German	2,014	102,930	2,091	453,910	4,105	556,840
Norwegian	960	109,797	892	296,486	1,852	406,283
Russian	182	31,903	166	144,946	298	176,849
Dutch	191	15,816	57	30,354	248	46,170
Other countries ...	4	1,541	12	11,673	16	13,214
Total	16,260	755,661	15,274	4,930,665	30,534	5,686,329
„ for the year preceding ...	15,711	805,147	15,258	4,845,108	30,969	5,650,255

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	34	4,715	591	545,461	615	550,176
Danish	5,234	266,462	10,194	3,088,525	15,428	3,354,987
Swedish	6,482	249,510	1,423	359,761	7,910	619,271
German	2,075	108,026	2,067	440,266	4,142	548,292
Norwegian	968	113,441	907	296,924	1,875	409,365
Russian	121	29,292	163	143,425	284	172,718
Dutch	175	13,737	56	31,121	231	44,858
Other countries ...	5	2,050	13	12,149	18	14,199
Total	15,154	797,233	15,409	4,916,633	30,563	5,713,866
„ for the year preceding ...	15,774	824,044	15,393	4,797,408	31,167	5,621,452

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DENMARK.

REPORT ON THE

FAROE ISLANDS.

*Presented to both Houses of Parliament by Command of His Majesty,
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Report on the Faroe Islands

By MR. CONSUL VILLIERS.

(Received at Foreign Office, April 18, 1901.)

Although the Faroe Islands are little known to British subjects, except perhaps to certain deep-sea trawlers and an occasional tourist, who has landed at one of the ports on his way to Iceland to see the famous geysers, it does not follow that they deserve to remain so much beyond the range of those who travel either for pleasure or profit.

They may be reached from Leith within 48 hours by means of the Danish Royal Mail Steamers, and from many points of view would well repay a visit. They will probably, as soon as some hotel accommodation is established, attract the sportsman, the geologist, the botanist, and the trader in increasing numbers.

Owing to the difficulty experienced in obtaining information of a reliable nature from recent publications, it seems worth while to state that the Faroe Islands are 24 in number, nearly all forming a compact group. They have an area of about 500 square miles, extending about 63 miles from North to South, and about 45 miles from East to West, and 17 are inhabited.

They are situated on about 62° north latitude, being about 180 miles from the Shetland Isles, in a northerly direction, and about 255 miles from Iceland, southerly.

The Faroe Islands are volcanic in formation, though no volcanic eruption has taken place during the historical period, that is to say since their occupation by Norwegian Vikings at the end of the eighth century. When Norway was united to Denmark in 1380, the Faroe Islands were included in the Union, and remained Danish even when Norway was separated from Denmark by the Peace of Kiel, 1814. The inhabitants retain in ordinary use their ancient language, although most of them now can also speak Danish, and many of them English.

Most of the islands consist mainly of high peaks, some attaining an altitude of almost 3,000 feet, and the rocks rise very precipitously from the sea, producing scenic effects of great variety.

beauty, and grandeur well worth an artist's attention. While the geologist can find much to study in the porphyry, basaltic and tufa layers, he can also procure fine specimens of zeolites. Coal exists, especially on the southernmost island, Suderö, though it has not yet been profitably extracted.

- Flora.** There are no trees on the islands, but several varieties of flowers (estimated at 300) are found in the valleys and lowlands, where a few inches of soil cover the rock; on the highlands soil is so scarce, if present at all, that only moss is found growing.
- Agriculture.** The hay crop is, however, heavier than one would expect. This is the most important agricultural crop, as upon it depends the feeding of the horned cattle (about 4,000) during the long winter months. The short, rainy, summer renders harvesting difficult. The winter, however, though dark, is not very severely cold, as the sea is tempered by the Gulf Stream. Excellent butter and cheese of a very limited quantity is made.
- Crops.** The islanders cannot be said to seriously devote their time to any other agricultural pursuits, except occasionally trying to produce a few potatoes and turnips, and an occasional green vegetable, or here and there a small patch of barley, which may ripen in October. A little flower garden sometimes gladdens the eye and reveals possibilities. Black, red, and white currants grow most luxuriantly.
- Sheep.** There are about 100,000 sheep on the islands, which produce good wool, and afford in the right season excellent mutton. As, however, they are compelled to seek their own food during the whole year out in the open, they necessarily suffer hardships and find a very precarious existence. They are not sheared but their wool is pulled off by hand in June, at which time it is quite loose and comes away easily, as the new wool has undergrown the old.
- Wool.** During the long winter evenings, for the daylight is reduced to four hours, and during even that limited period the sun is low on the horizon, the men card and spin while the women knit and weave. Nearly all their clothes are thus home-made and of excellent quality.
- Dyes.** Moss and seaweed are cleverly used for dyeing purposes, and now an attempt is being made to establish carpet weaving
- Carpets.** and a few beautiful specimens of splendid quality have been produced.
- Ponies.** There are a few ponies on the islands, the breed of which, it is hoped, is about to be improved. Some of these ponies are exported to the United Kingdom for use in coal mines.
- Fishing, sea.** It must not be assumed, however, that because the Faroe islander does not cultivate much land, or attend much to the raising of stock, that he is unemployed; the sea is his harvest field. Active he may be on land, but the water is his element, and the products of the waters are his sources of wealth. It is as fisherman and birdcatcher that he excels. It is an endless pleasure to watch him, whether he be handling the oar or the rudder, cleaving now and again with the former a breaker surging off his rock-bound coast and threatening to swamp his boat, or easing the

latter as a blast of wind fills his little brown sail as if intending to capsize his craft in the midst of turbulent eddies where currents race at nearly 10 knots an hour, or whether he be hanging in mid-air on the face of a fowling-cliff, sky above and surf below, with myriads of angry and bewildered sea-fowl flying around him, forming as it were a living snowstorm, while he deftly catches them in his fowling-net or removes their eggs from their nesting places.

His prowess must be witnessed to be credited. The risk is great, his life precarious; a village is now and again deprived by one storm of its entire adult male population. If successful, what is his reward? A humble livelihood.

Singing a hymn, the Faroe fisherman leaves his harbour with a few companions in a slender, lightly-built boat, of an ancient and recognised model, constructed to behave well in a rough sea rather than for any comfort, and capable of seating four, six, or eight and sometimes ten men. His boat is provided with oars, with a mast and sail for use should the wind prove favourable, a water keg and a few provisions. He is dressed in woollen garments, usually home-made, and in stormy weather he dons a suit of oilskins. His gear consists of some "long-lines," usually six. These are about 800 feet long, and attached at short intervals are short lines with hooks for bait. As bait he uses small coal-fish, mussels, or pieces of bird flesh. With these lines he catches cod, coal-fish, halibut, herrings, and plaice: frequently capturing enormous specimens. In fair weather he will go out to the fishing banks many miles from land. Even on his successful return, heralded by the singing again of his favourite hymn as he enters port, his labours are not ended, for even if wet and tired he must immediately cut open, behead, clean and deliver his fish to a merchant who weighs them and deposits them, salted, in his cellar. The principal industry is the treatment of split-cod. These after salting require to be washed and sun-dried on the rocks, a lengthy process engaging many women and children during the summer months. Most of these split-cod are exported to Italy and Spain, the market for them varying according to their size. Fish are also taken by nets as well as by lines.

Besides the open boats there are now nearly 100 decked boats **Boats.** employed, and the fishing industry is being thus developed. These are mostly old English boats, and are bought cheaply, especially now that the steam trawler has begun to replace their use.

Although the foreign trawlers, with their broad sweeping nets, **Trawling.** frequently visit the distant fishing banks, and successfully carry to the United Kingdom and the Continent holds full of profitable fresh fish, no Faroe islander has as yet acquired one. Trawling is not permitted within three miles of the shore, that is to say, inside territorial waters. Further, the presence in these waters of fishing vessels with trawls on board, although not engaged in fishing, is not allowed, except in certain specified circumstances, according to a law which went into force on February 1, 1899.

Trawling Law. A translation of the Trawling Law has already been published by the Board of Trade. Considerable penalties may be incurred by transgressing this law.

Whaling. These active fishermen are also occupied annually in the capture of whales; indeed, a whale hunt is a most important event, and on the success of the operation depends to a great extent the sufficiency or deficiency of the meat supply of the inhabitants.

It is especially in the month of August that everyone watches anxiously for a sight of a school of whales off the coast. Should such a school be sighted a signal is hoisted on the boat, repeated by the kindling of fires on land, and as the thin columns of smoke are seen to rise the animation of the inhabitants becomes general. Every available boat is quickly manned, the women bring provisions, and in a few moments every able-bodied man is bending to the oar, and hastening to the scene of action.

The school, often numbering several hundreds, is driven if possible into a shallow bay, where by skilled manœuvring they are slaughtered with knives and spears, or driven on shore, amid a scene of the wildest excitement and some danger. The whales average from 20 to 30 feet in length, and in weight over a ton. After the butchering the meat is carefully divided among the population of the district where the catch occurred; the State, the Church, the widow and orphan are not forgotten in the official distribution which immediately takes place.

Even in whaling steam now plays its part; not for capturing the small whales just mentioned, but for the true whale, rich in oil and whalebone. In 1900 the three Norwegian whale steamers brought some hundreds of these marine monsters to the whaling stations, where the necessary boiling and refining apparatus has been constructed. There are two of these establishments. No Faroe islander has as yet acquired a steamer for whaling purposes.

Sea-fowl. The sea-fowl also occupy the time and attention of the islander; they are innumerable; among them may be mentioned the eider and other duck, the guillemot, the auk, the puffin, and the kittiwake. The "fowling cliffs" are literally covered with these birds and their nests. A "fowling cliff" rises several hundred feet perpendicularly from the sea, and faces invariably towards the west; the birds no doubt finding this the position most suited to their purposes as obtaining the benefit of the afternoon sun. The species taken in the greatest numbers is the puffin; tens of thousands are captured annually.

Feathers. About 24 birds yield 1 lb. of feathers.

Exports. The average value of exports from the Faroe Islands is calculated at from 60,000*l.* to 70,000*l.* annually, of which only 5,000*l.* is classified as other than "fish and fish products" (cod liver oil, &c.). Add to this the fact that the islanders themselves subsist almost entirely on products of the sea, and the value of this element to them is clearly demonstrated.

Crime. Owing, perhaps, to their healthy open-air life, crime is almost unknown among the population.

Excellent means of education are carefully provided also, and the schools are well attended and seemingly very well conducted. The religion is Lutheran. There are 41 churches. The labours of the seven priests must, however, be very arduous as they involve much travel by land and water. Education.

The few doctors suffer also from the size of their districts, though this is perhaps partially diminished by the well-arranged hospitals established near the doctors' residences, wherein the sick are carefully nursed, and cleanliness is scrupulously observed. Hospitals.

Although much in Faroese life is primitive, cleanliness constitutes one of the charms of every house, however small and humble. The houses are of wood, mostly very small, coated with a reddish tar and roofed with green turf, forming most artistic pictures of delightful colouring. Home life is thoroughly understood, and a genuine hospitality greets both the relative, friend and traveller. Houses.

The foregoing part of this report will, it is hoped, be useful in answering the general questions of those who are enquiring about the Faroe Islands; it remains to add certain specific information.

For the benefit of sportsmen there will be found appended a translation of the Game Act of April 23, 1897, and of the small part of the Fishing Law of April 14, 1893, which affects anglers; both of which laws are at present in force and supersede all previous legislation of a similar nature. Sport.
Game Act.
Fishing Law.

A study of the Game Act of 1897 shows that foreigners must in all cases obtain primarily permission to shoot, as "game rights go with the ground." On "common land" every owner or tenant has equal right to kill game. Regulations controlling the exercise of this right may be (Sec. 1 of the Act, 1897) established by the commoners.

The system of land tenure makes this right somewhat complicated. Round the towns and villages there is usually a limited amount of cultivated land, perhaps an acre or so for each inhabitant. This cultivated land is divided by the laws and customs of inheritance into narrow strips. The prevailing system has resulted, in the course of years, in many of these strips being only a few square feet in measurement. Most of the land is common land, bounded by the village walls and the sea. Right to use the common land is proportioned to ownership of the cultivated land. Land tenure.

A visitor, before carrying firearms, should consult the "Sysselmand," an official somewhat corresponding to a justice of the peace or police magistrate. Many regulations, which must be ascertained locally, have been agreed upon for the protection of the breeding places of the innumerable sea-fowl. Taking eggs and catching birds are very important industries, and great care must be taken to infringe no local regulations, especially those prohibiting the use of fire-arms and trespassing within breeding areas (Sec. 14 of the Act); particularly (Sec. 8) from March 15 till the end of August. The protected area, as regards shooting, includes half-a-mile at sea off-shore, near recognised breeding-places. Shooting
restrictions.
Trespassing.

- Close season.** It may be taken as a general rule that during the months in which visitors are most likely to come to the Islands it is the close season of the majority of birds on land, and at sea within half-a-mile of recognised breeding-places; for starlings and all other smaller land birds (Sec. 12), except the snow bunting, are protected all the year round; as are also (Sec. 11) eider duck. Most other kinds (read Sec. 12 of the Act) are protected from March 1 till September 15. Ptarmigan are protected provisionally. No shooting is allowed even near the islet of Myggenæs (Sec. 8) from January 25 till October 25.
- Birds.**
- Hares.** Hares (Sec. 12) are protected from February 15 to the end of September.
- Eggs.** Gathering or buying eggs (Sec. 13) of protected birds is prohibited except under special circumstances. Special license is granted for this, with special regulations (Sec. 15).
- Fishing, freshwater.** On the other hand, under Law No. 95 of April 14, 1893, regulating fishing, the angler will find himself practically unrestricted; he must, however, always obtain permission to fish, and be willing to pay a fee of a few shillings to the owners of riparian rights on lakes, streams, and brooks. Trout (*salmo fario*) have a close season from September 1 to January 1 in streams and brooks; the best fishing is in lakes. The artificial fly has so seldom been thrown in Faroese waters that it is impossible to state what size fish may be expected to fall victims; suffice it to say that the few who have hitherto availed themselves of the privilege of fishing speak in enthusiastic terms of the sport they have enjoyed, finding numerous fish, some, they say, from 4 up to 7 lbs., all full of game.
- Accommodation for travellers.** The visitor must usually trust for accommodation to the hospitality of the local clergy or merchants. Those persons who, by charging a definite sum for bed and board, kindly save the traveller the embarrassment of not knowing how to repay his host's expenses usually ask 3 kr. (3s. 6d.) a day, a most reasonable amount considering the comfort, cleanliness, and food included. The prevalence of fog and mist even when it is not actually raining make life in a tent uncomfortable. The visitor must expect to live principally on fish, eggs, milk, and poultry; occasionally getting meat, fresh mutton that is good, and beef that is very poor. Vegetables and fruit can be purchased in tins, as well as ordinary groceries.
- Customs tariff.** There are no customs officials to molest one unless spirits are imported, and then a light duty must be paid. Smokers should bring pipe, tobacco, cigarettes, and wax matches; also cigars, if they only smoke expensive brands.
- Transport.** The traveller, after arriving at the capital, Thorshavn, on the steamer from Leith, can go to the island he may select to visit either in a small steamboat which visits nearly all the ports frequently, or proceed in a rowboat, for a very moderate fee.
- Commerce, development of.** As regards the development of commerce, I think that nets, rope and sailcloth, cotton materials, ironmongery, furniture, coal, cutlery, groceries and preserved meats, vegetables and fruits, have

a market worthy of more direct British attention. Agricultural implements and all machinery would find no market established and no demand.

Trade would probably develop more rapidly if there were more ^{Mail steamers.} frequent communication with the islands. There is no cable to the Faroe Islands, and no telegraphic wires there even. During the summer post may be expectedly fortnightly; during the winter several weeks pass without a mail boat either leaving or arriving. Perhaps some day some of the Shetland steamers will extend their line to these islands.

It would also benefit British trade if the parcels could be sent ^{Parcel post.} viâ Leith instead of viâ Copenhagen only as at present. The only boats that carry parcel post to the Faroe Islands all touch at Leith, 48 hours distance from Faroe; and yet parcels are sent first to Copenhagen, are transferred there, thence four days to Leith, one day there, making thus an additional journey from the United Kingdom of several days. The result often is that an order sent from the Faroe Islands to the United Kingdom fails to reach the next steamer leaving Copenhagen, thereby necessitating a long delay until the next date of sailing; whereas the steamer that cannot be reached in Copenhagen could be easily overtaken at Leith if parcel post from the United Kingdom were sent, if so marked, viâ that port. Much transport could thus be saved.

A census has been taken this year, and it is expected that the ^{Population.} population, which in 1890 was 12,955, will have increased. Since 1860 the population has increased even more rapidly than that of Denmark. The following table is interesting:—

Year.						Population.
1801	..	..	..	..	..	5,265
1840	..	..	..	..	..	7,314
1860	..	..	..	..	..	8,922
1880	..	..	..	..	..	11,220
1890	..	..	..	..	..	12,955

Thorshavn, the seat of Government, has about 1,400 inhabitants and is the largest town.

The health of the population is remarkably good, and it is very ^{Health.} rarely that a case of any contagious or infectious disease occurs. The situation of the islands with the cleansing waters of the Atlantic washing their shores, and the winds that blow freely between and across them, the active open air life of the population, and the absence of large towns, are the principal causes of this immunity from ordinary ills that these felicitous islanders enjoy.

Translation.—*Game Act of the Faroe Islands of April 23, 1897.*

Sec. 1. Game rights in the Faroe Islands go with the ground, and may not be separated from it.

On common land, either cultivated or uncultivated, every

owner or tenant has equal rights to kill game. Further regulations concerning game may be established by a "Grandestævne" (public meeting of neighbours for regulating purposes), where it can also be agreed that the land held in common may only be shot over in part or not at all.

Sec. 2. How the bird-catching shall be conducted in tali, mountains, or other similar places where birds are taken, the same as regards "omanflej" (the Faroese method of bird-catching from the top of a cliff), depends upon what the landowners agree upon at a public meeting of neighbours, while observing the provisions of this law. Where no such agreement is established, the catch, which is earned, is shared after the proportionate value of the land of the tenant concerned; in the same proportion the expenses of the catch are similarly shared, as well as those for the procuring and maintenance of the necessary implements for the catch.

In every village, where the right to take birds in nesting places is not regulated by the Court, or by a legally-registered and published document, or by regulations drawn up by a public meeting, the Sysselmand (district judge and revenue officer) shall try to initiate fixed regulations as to game rights, effected either by an agreement or by a decision of an agricultural commission, which regulations shall be legally registered and published, and the agreement shall be completed, or the summons for the commission be taken out within four years from this law coming into force, but otherwise the right will accrue to that one of the villages to which the nesting place belongs, according to the whole proportionate value of the land whether cultivated or uncultivated, either to the possessors of the infield, if the catch of sea-fowl in the village concerned is a right belonging to the cultivated land, or to the possessors of the uncultivated land, if the catch in question in the concerned village is assigned to the uncultivated. This regulation shall not, however, come into operation on nesting places, which come into existence after this law goes into force.

Sec. 3. Game rights upon the territory of the Faroe Islands are within the limits set by this law, free for every Danish subject.

Sec. 4. Right to take rock-fowl belongs to every inhabitant of the village to which the place, where the birds sit, belongs, but to no one residing outside the said district.

Sec. 5. Bird cliffs, tali, islets, or other similar places such as eider duck nests, can be proclaimed preserved on the demand of every owner or occupier, only, however, when these places will give a real profit, according to the judgments of well-informed and impartial men elected by the Court, which profit would be deteriorated if the place were not proclaimed preserved.

Sec. 6. Proclamation of preservation is made by the Court and takes place yearly at the Assembly which is held according to the Law of Changes in the regulations of the meetings of the Assembly in Faroe Islands of April 1, 1896, Sec. 3. Persons concerned who will have one of the places named in Sec. 5 pro-

claimed preserved, shall three months previous to the Assembly, at which he will demand surveyors appointed by law, let it be published partly at a parish meeting in the parish, whereof some part lies within 4 miles distance from the extreme boundary of the concerned place, partly in the newspaper authorised for the admission of legal publications in the Faroe Islands, that he will bring in such a demand, and at which Assembly he will do so.

The Judge (Sorenskriver, resident in Thorshavn) is obliged, before the appointment takes place, to announce during a Session of the Assembly whom he thinks of appointing and to invite them to state their verbal objections against their appointment.

Everyone residing within that territory, who may consider himself prejudiced by the opinion given, can demand a second survey; however, the demand for this must be announced before the Court has proclaimed the concerned place preserved. The Proclamation of preservation, as well as the appointment of the surveyors and the re-surveyors, will be undertaken without expense for those concerned.

Sec. 7. When three years have passed after a Proclamation of preservation in accordance with a re-survey made as in Sec. 6, each one of the persons, who reside within the distance from the place mentioned in the said paragraph, can demand an expert opinion to be taken as to whether the same preservation shall be continued. The person concerned has in that case three months, before he demands of the Assembly that a surveyor may be appointed, to let his intention be announced either, when the place is used by the inhabitants of a village, by means of a parish meeting and in the newspaper authorised for the admission of legal publications in the Faroe Islands, or, when the place is the property of a single individual, then by process-servers for this.

In regard to the manner of proceeding with the appointment of surveyors, as well as the appointment of a re-surveyor, the similar rules before written in Sec. 6 must be observed.

Should the surveyors or the eventual re-surveyors decide that the place or a part of the same should not be any longer preserved, the Court abolishes either the entire or partial Proclamation of preservation by means of a public announcement by the Assembly appointed in Sec. 6, Para. I.

The appointment of the men as well as the repeal of the Proclamation of preservation is undertaken without expense for those concerned.

Sec. 8. From March 15 till the end of the month of August no one, whether owner, occupier, or stranger, may shoot (skydø) at sea, within the distance of half-a-mile from a birds' cliff breeding place that has been proclaimed preserved, nor along the shore within the distance of a quarter of a mile from the outside of the breeding place, nor along the shore within such limits as are more clearly marked as the part declared preserved. With regard to tali declared preserved all shooting is forbidden during the same period within the distance of a quarter of a mile from the talus, and during the whole year where tali occupied by cormorants

(Danish, *Skarreurer*; *Skarr* equals *carbo*, Latin) are proclaimed preserved.

Likewise, during the period from January 25 till October 25, all shooting shall be forbidden near the islet of Myggenæs within the same distance from the islet as in the case of birds' cliff breeding places that have been proclaimed preserved.

From May 1 till the end of the month of August no one may shoot within the distance of one-eighth of a mile from an eider duck place that has been proclaimed preserved. However, without respect to the time and distance from a nesting place proclaimed preserved, everyone is allowed within the limits of the ground belonging to him or transferred to an occupier to shoot ravens (Ravne), crows (Krager), and other birds, injurious to eider ducks, provided that the proclaimed preservation of other places is not thereby violated.

Sec. 9. For the catch of sea-fowl it shall be forbidden to employ either the spreading of a net upon the land or the so-called "Omanflej" (catching from the top of a cliff), when that is accompanied by a noise; likewise it shall be altogether forbidden in breeding places to drive a catch in such a manner that the birds are thereby caused to desert. "Catching from the top of a cliff" must besides not be employed by others than the owners or occupiers of the birds' cliff breeding place in question.

Sec. 10. In the period from July 1 till the end of the month of August no one on the Faroe Islands may kill or destroy on water guillemot (*Lomvier*, Danish; *Uria Troile*, Latin) by other means than by pole-net catching.

Guillemots' eggs may not be taken oftener than once a year from the same place in a bird-breeding place and not after June 8.

Sec. 11. No one may on any part of the Faroe Islands kill or destroy eider ducks on land or water in any manner whatsoever. No stranger may collect eider ducks' eggs or down. Besides, no one, even those who otherwise have a right to take up eider ducks' eggs, may be considered entitled to take them up for other use than for hatching. Changes in this provision can be made by Royal Decree.

Sec. 12. On common as well as on private land it is forbidden during the period from March 1 till September 15 inclusive to catch or kill:—

Latin.	Danish.	Faroese.	English.
<i>Hematopus ostragalus</i>	Strandskaden	Tjaldrio	Oyster catcher
<i>Numenius phaeopus</i>	Regnspøyn	Spógvin	Whimbrel, curlew
<i>Charadrius pluvialis</i>	Brokfuglen (or) hjeilen	Lógvin	Plover
<i>Scolopax</i>	Bekkasinen	Mirisnípan	Snipe
<i>Sterna</i>	Ternen	Teduan	Seaswallow, tern
<i>Larus fuscus</i>	Sildemaagen	Likken	Herring gull
<i>Puffinus anglorum</i>	Skrofer	Skrápurin	Shearwater

and also during the period from February 15th till the end of the month of September to catch or kill hares.

Starlings, and other land birds which are smaller than starlings, with the exception of the snow bunting (*Snespurven*, Danish; *Snjófuglurin*, Faroese; *Emberiza nivalis*, Latin), are protected all the year round.

All and every owner of birds mentioned in this paragraph are forbidden to destroy, or to take away, or to collect either their eggs or young. However, persons with game privileges may take the young of shearwaters (*Skrofen*, Danish).

Sec. 13. All offering for sale and buying of eggs of eider duck, and of the birds mentioned in Sec. 12, para. II of this law, and also of the eggs of all the protected birds is forbidden. From eight days after the beginning of the period of protection fixed in Sec. 12, para. I, until two days after its termination shall this prohibition be also applicable to the birds mentioned, and also to hares.

The purchaser, however, shall not be held responsible when he can point out the seller.

Sec. 14. No stranger may with fire-arms pass over uncultivated land, where he has not obtained shooting rights, off the regular road, no more than may he, without permission, take therefrom game of any kind which he has shot upon his own shooting property.

All strangers are forbidden to go on to the bird-breeding places mentioned in this law.

Sec. 15. The Ministry of Justice shall be authorised, with the consent of the owners concerned in the interest of natural history collections, to grant exemption from the provisions in Secs. 11 and 12, which exemption, however, can only be given to persons individually, and for a limited time.

Sec. 16. In so far as ptarmigan may be successfully transported to the Faroe Islands, it shall provisionally be forbidden to catch or kill them, after which, with a Royal Decree, it can further be determined how the protection of that bird will be dealt with.

Likewise, the provisions for protection can be given by a Royal Decree for other new game which may be introduced or come upon the islands.

Sec. 17. This section determines the amount of fines imposed for infractions of the law, and concludes by stating that the punishment for a third offence includes the confiscation of fire-arms.

Sec. 18. Fines shall be handed over to the local poor relief funds of the community.

Sec. 19. Explains the treatment of offenders who have not obtained their majority; children may be flogged, receiving 15 strokes with a birch rod.

Sec. 20. It shall be the duty of persons, who, as pilots or experts, guide ships coming from abroad into a harbour, or who pilot them from one harbour to another, to inform the master of the

ship as to what places in the waters in which the ship is sailing are proclaimed preserved, as well as to the existing prohibition to shoot within a determined distance from the same. Should the pilot have neglected to do this, he and not the master of the ship shall be punished for transgression of the said prohibition which the master of the ship may commit before the pilot has been discharged from the ship.

Sec. 21. This section explains how cases are to be dealt with in the police court. Persons whose rights are infringed have the right to complain.

Complaints arising from this law cannot be lodged when a year has passed since the offence was committed.

Sec. 22 repeals all previous legislation of a similar nature, and brings this law into force on July 1, 1897.

Dated, signed, &c., April 23, 1897.

Translation.—*Fishing Law for the Faroe Islands.*

Law No. 95 of April 14, 1893.

(Translation of that portion of the law which may affect anglers.)

WE, Christian IX, King of Denmark, &c., &c., have ratified the following law :—

Sec. 1. In streams and brooks, as well as in 50 fathoms beyond their outlet on the coast, it shall be forbidden, provided that the catching is not evidently to supply a hatching establishment with fecundated spawn or for scientific purposes, in any manner whatsoever to catch or capture ("örreder eller foreller") trout (*salmo fario*) from September 1 to January 1.

Where the said fish resort to stream or brook, the owners of the lot of ground, as well as others, are forbidden to damage the banks or to dig it away so that the hiding places of the fish or breeding ground be thereby disturbed. This provision, however, does not apply where those lawfully concerned dig away the bank in order to drain off injurious water from the ground, or for other similar necessary purpose.

No person may stretch a net or put dams or other fixed fishing contrivances in a stream in such a manner that the fish cannot pass it, and in every case no further out than to the middle of the current of the stream.

Nets or fishing contrivances put from both banks, whether straight over from one to the other, or at a shorter distance from each other than 20 al (about 40 feet), may, however, neither of them be brought nearer to the midstream line than that there should be in the middle of the current of water an open space of 3 al (6 feet), or, provided that the current of water is not 9 al (18 feet) broad, of at least one-third of its breadth.

No one may use a net in lakes, streams, or estuaries which, in a wet condition, have a smaller size of mesh than $1\frac{1}{4}$ inches from knot to knot.

All catching of trout with a net, seine, or similar fishing tackle in lakes, streams, or within 50 fathoms of their outlet on the coast, shall be forbidden for a space of five years from this law coming into operation.

The provisions in this paragraph shall not, however, be a hindrance to seine casting for coal fish (*gadus virens*) or herring. Should there with such casting be found trout in the places or within such times as are mentioned in Secs. 1 and 6 of this paragraph, they must be set free again, provided they are living and the circumstances in other respects permit it.

Sec. 7 arranges for the Sysselmand to settle disputes. . . .

Sec. 14. Transgressions of the provisions of this law are punished with fines of from 5 to 200 kr.,* which fall to the share of the community concerned.

Sec. 15. Cases of fine in consequence of this law are treated as State police cases.

* 18 kroner = 1*l.* sterling.

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by Captain Boyle, H.M. Consul at Copenhagen

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The year 1900 has been a fairly good and prosperous ^{Introductory.} one for Denmark. Financially speaking, the money market has been under continual pressure, which was the same in most countries, caused by the war in South Africa and difficulties in the Far East. The increased demand in tonnage for transport of troops raised freights, and Danish shipping benefited considerably. The crop was fairly good, and the export of Danish agricultural products was very satisfactory and profitable (*vide* remarks on agriculture later on). Danish industries have been somewhat hindered. Several raw materials increased considerably in price, especially coal, and besides this there were labour disputes and strong and increasing competition from abroad. The trade of the country was large, and had an upward tendency, but it also had difficulties, on account of the unsteady market, high freights, and increased risks. The annexed Table B gives the figures for imports and exports, and it will be seen that the imports were 23,021,555*l.*, whilst the exports were 15,567,223*l.*, and accordingly there is a balance of 7,454,332*l.* against Denmark.

This difference is somewhat higher than it has been during the last few years, viz. :—

Year.						Value.
						£
1899..	..	..	..	..	..	7,200,000
1898..	..	..	..	..	..	7,150,000
1897..	..	..	..	..	..	4,580,000

This balance accordingly increased from 1899 to 1900 by 231,000*l.* The profit on exports increased by about 555,600*l.* from 1899, but the consumption of foreign goods increased even more, viz., by about 805,000*l.* Danish economists take, I consider, rather too anxious a view as to this increasing difference, although they are well aware that this trade balance is

not identical with a balance on income and expenses of the country. To the income obtained from exported goods there must be added the profit arising on Danish shipping from Danish ports to foreign ports and between foreign ports, on the large transit business, and further, the interest on Danish capital invested in foreign bonds. By this, the figures on the income side are considerably larger, but, on the other hand, the same on the side of expenses are also somewhat increased, so that the country has had to pay interest and also part payment on Danish bonds which had been sold abroad. About 11,100,000*l.* of Danish bonds have been sold out of the country since 1891. It is impossible to show a perfect account current showing exact details of income and expenditure, and although the country appears to be in a flourishing condition, the difference I mention of 7,454,332*l.* in the trade with foreign countries is noticeably large. I may mention that the increase in imports is especially that of raw materials, machinery, &c., so that there is very good reason for believing that the difference between imports and exports will show a decrease in the course of a few years.

Imports.

In annexed Table A are to be found the figures for import of the principal articles of consumption. For a good many, such as coffee, sugar, salt, dried fruits, and salted fish, there is an increase. The import of foreign cigars has again gone up (28,000,000 in 1900 as against 21,000,000 in 1899). There was a serious strike in this trade in 1900, and the wages have now become so high that the home-made produce, in spite of protection, cannot compete with the foreign, especially German cigars. I may mention that there is an increasing demand for tobacco from the United Kingdom and cigarettes. All the well-known houses in the United Kingdom are represented, and have their agents, and it is an undoubted fact that the trade would become much larger if manufacturers would deal direct with Denmark, and not through a general agent in Hamburg. There are all facilities for doing a prosperous and direct trade with Denmark, and at no increased risk. This is not the case only as regards tobacco, but with many other British manufactures. Another advantage in direct dealing is that those interested in the United Kingdom would be able to see how much of their goods are sold in the various foreign countries, while by transacting business through Hamburg they are unable to ascertain where the goods finally find a market.

Petroleum.

The consumption of petroleum has decreased somewhat, and the reason of this is that electric light has taken its place, and is being used more and more, especially for cooking, &c., combined with gas. The import figure is much less than in 1899 (988,700 cwts. against 1,270,000 cwts.), but this is on account of a great deal of petroleum which now goes direct from America to Sweden and Norway, which formerly came to Copenhagen in transit to these countries.

The following table shows the import of certain agricultural products:—

Articles.	Quantity.		Value.
	Imported.	Consumed in Country.	
	Cwts.	Cwts.	£
Cheese	22,000	21,400	70,000
Lard	263,000	184,900	359,444
Oleo-margarine.. ..	167,700	155,200	306,100
Bacon, meat, sausages, &c. ..	186,800	80,200	152,000

The import of all these articles has increased, especially lard, used for manufacture of margarine, and this is due to the largest margarine manufactory having been destroyed by fire, hence an extra import of lard and similar goods was necessary.

On account of high prices the import of coals was only 2,089,000 tons, which is 46,000 tons less than in 1899, when the import was 2,135,000 tons. The amount paid in 1900 was, however, 444,000*l.* more than was paid in 1899.

Coke from the United Kingdom amounted to 38,000 tons (in 1899 it was 25,000 tons). A great quantity is now exported from Germany (Westphalia).

The import of dry goods and woollen yarn has slightly increased during 1900, but that of cotton yarn decreases year by year, spinning mills being continuously established in Denmark, which increase their production annually.

Only the import of iron rails has gone up during 1900. It amounted to 12,565 tons, against 9,070 tons in 1899. Other iron and steel goods show a considerable decrease. The import of pig-iron was 39,220 tons (5,715 tons less than in 1899). Steel, cast-iron, plates, and nails all decreased in the same proportion. Heavy forged and cast-iron goods, such as iron pipes, anchors, chains, &c., amounted to 24,040 tons, or 4,950 tons less than in 1899. Goods made of brass, bronze, zinc, &c., were about the same as in 1899, and the reason for all this decrease is said to be entirely due to the difficulties and dull market which have arisen in the iron and machinery industries.

The import of bricks and tiles according to commercial statistics was 60,000,000 pieces, which shows an increase of 8,000,000 over that for 1899.

Timber, wood, hides, skins, paper, and glass goods show about the same import as in former years, and, speaking in a general way, industries in Denmark during 1900 have suffered on account of the expense of production being high and competition from foreign countries strong.

The value of imports as regards ships amounts to 278,000*l.*, about one-half of what it was in 1899 (655,000*l.*). The Danish mercantile navy shows an increase of nine steamers of 16,000 register tons (1899, 22 steamers, 47,200 registered tons), but none of these steamers were built in the country. For foreign account 130,000*l.* (in 1899, 117,000*l.*) was expended.

Maize.

As has been the case during the last three years, a very considerable quantity of maize has been imported although not so much as during the few preceding years :—

Year.						Quantity.
						Tons.
1897 ..	..	..	..	..	..	508,040
1898 ..	..	..	..	..	..	487,285
1899 ..	..	..	..	..	..	514,375
1900 ..	..	..	..	..	..	435,850

The maize consisted almost entirely of mixed North American grain. This flat maize is greatly preferred in Denmark to the round, which comes from Argentina and Black Sea, and the greater part of the import to Denmark is from Baltimore, Philadelphia, and New Orleans. I may mention that during 1900 a large quantity came via Germany, especially by Hamburg. This indirect import amounted to about 101,500 tons, or about 23 per cent. of the whole import (in 1899, 14 per cent.). Formerly Denmark imported all its maize direct, and a large amount was re-exported to Sweden and Norway, the German Baltic ports, and even to Hamburg from Copenhagen. From what I can gather, it appears that the charges for discharging and reloading at the Free Port of Copenhagen have been too high. At Hamburg they were only half as high, and at several of the Danish provincial ports, especially Aarhus, they were cheaper than at Copenhagen. However, on November 1, 1900, the Free Port authorities issued tables of new rates, especially as regarding reloading charges, so that at present they are similar to provincial ports and Hamburg. Freight is also cheaper from North America to Hamburg than to Copenhagen. The regular liners to Hamburg always ship maize as part cargo at a very low freight when they are unable to obtain sufficient general cargo. The United Steamship Company here are now building a steamer of about 10,000 tons, which is to run regularly between New York and Copenhagen, and as return cargo will take maize and other feeding-stuffs.

Bran and oilcake.

Bran was imported to the amount of 63,900 tons (in 1899, 72,215 tons), and oil-cake, 212,710 tons (in 1899, 185,120 tons).

Import of butter from Russia.

Considerable quantities of Russian and Siberian butter are imported to Copenhagen, and it increases year by year. In 1900 it amounted to 275,000 cwts., which is 100,000 cwts. more than in 1899. Since the Siberian Railway has been opened, Copenhagen has become a centre for this trade, and distribution of Russian butter to England, Germany, and for home consumption in Denmark, and is entirely due to Danish enterprise. Many Danish dairymen have gone to Siberia, but the colouring matter, salt, and casks are mostly Danish.

Exports.

The total value of the exports in 1900 amounted to 15,567,223*l.*, a little more than 1899 when it was 15,000,000*l.*

The export of butter reached 1,531,000 cwts., which is an **Export of** increase of about 95,000 cwts. from 1899 when the total export **butter.** was 1,436,500 cwts. In tins 36,200 cwts. was exported, all the rest was in casks. Danish produce under this head was 1,189,300 cwts., and this figure is about the same as 1899 when it was 1,188,200 cwts. It appears as if the butter production has reached the highest limit and can scarcely increase in the future, but it must be taken into consideration that there was a long and continuous drought in 1899 and a want of grass in 1900, so that perhaps it may be possible, under very favourable circumstances to still increase the production. As usual, the greatest amount of Danish butter exported went to the United Kingdom, viz., 1,475,000 cwts. out of a total of 1,530,000 cwts.

During the summer of 1900 the export of butter was most flourishing, and one of the principal reasons was, that there was a considerable decrease in the supplies from the United States and Canada, on account of cheese being manufactured in large quantities. The trade in preserved butter has not increased from 1899, and the export for the last two years has been about the same, namely, 36,000 cwts. This was partly due to butter prices being high during the packing season, about 1*d.* per lb. more than in 1899, and under these circumstances it is impossible for Denmark to compete in the Transatlantic markets with Australian butter.

The home consumption of margarine from April 1, 1899, to **Margarine.** March 31, 1900, was 366,168 cwts., against 322,411 cwts. the year before. The increase was accordingly 43,757 cwts. according to the latest statistics. The consumption of butter in Denmark shows a decrease of about 10,000 cwts., and this is caused by bakers and biscuit manufacturers using more margarine year by year. The total production in Denmark was 325,309 cwts. There are at present 17 margarine manufactories in Denmark. The total imports amounted to 40,859 cwts., which came chiefly from Norway, Germany, and Holland.

The following table shows the statistics for spirits, beer, **Production** beet sugar, and margarine controlled by the Government, the most **of spirits,** noticeable are those for margarine. The figures for spirits and **beer, beet** taxed beer are somewhat less than for those in 1899, but the pro- **sugar, and** duction of untaxed beer has somewhat increased. The output of **margarine.** beet-sugar was considerably larger than during 1898-99, and this was due to the fine crop of beet.

Year.	Spirits (14·3 under proof).	Beer.		Beet Sugar.	Margarine.
		Taxed Amount of Spirit being over 2½ Per Cent. of Weight.	Untaxed Amount of Spirit being under 2½ Per Cent. of Weight.		
	Gallons.	Gallons.	Gallons.	Cwts.	Cwts.
1893 ..	7,176,290	16,021,717	26,637,457	544,709	163,128
1894 ..	6,894,557	17,025,190	27,304,544	748,193	167,793
1895 ..	7,018,616	17,785,091	27,629,779	887,992	155,049
1896 ..	7,389,639	19,589,674	28,725,196	883,036	161,688
1897 ..	7,117,019	20,601,368	29,936,758	966,877	190,943
1898 ..	6,973,355	21,141,532	30,177,762	712,713	287,705
1899 ..	7,442,365	22,451,655	32,392,913	796,677	279,825
1900 ..	7,035,949	21,948,157	32,671,922	1,009,454	325,809

Import of
whisky, &c.

Formerly the only spirit consumed in Denmark, besides the spirit of the country called "Aqua vit," was cognac, either the genuine article from the Charente district or Danish imitations, but about 10 or 12 years ago Scotch whisky began to be imported as a stimulant for ordinary consumption rather than as a curiosity, as it had been previously known, but since then its consumption and popularity has increased enormously. The difference in price between whisky and aqua vit, great as it is, seems no bar to the increasing sale of the former, and a quart bottle of aqua vit can be purchased retail in Denmark from 4½d. to 7½d., the latter being the best brand in the market. It must be noted that the first-named price is less than the mere duty payable per bottle on imported whisky in bottles, exclusive of the freight and the cost in bond in the United Kingdom. It should, therefore, be the endeavour of whisky blenders and shippers to maintain as high a standard of quality as possible, unless they wish to force upon Danish consumers the impression that their own country spirit is just as good in quality as whisky, at a quarter of the cost. Denmark should not be looked upon as a country where any kind of whisky is good enough, which purchasers are allowed to dispose of under the labels of shippers with little or no control, and I am of opinion that Scotch and English blenders would be surprised as to the quality of spirit which is sold as theirs.

The following figures show the imports of Scotch whisky during the last few years:—

Year.					Quantity.	Value.
					Gallons.	£
1894 ..	..	..	..	..	16,275	6,410
1895 ..	..	..	..	..	20,813	7,319
1896 ..	..	..	..	..	21,593	8,314
1897 ..	..	..	..	..	24,508	10,556
1898 ..	..	..	..	..	34,413	13,401
1899 ..	..	..	..	..	42,845	16,440

Irish whisky is practically unknown because only Scotch firms send travellers to Denmark. Great difficulty is experienced in distinguishing "original bottling" from whisky imported in cask and bottled here, with labels, capsules and corks supplied by shippers which are practically the same as those on original bottles. This opens the door to great abuse by bottlers, who often add spirit of the country and reduce the strength. I would recommend the adoption for whisky bottled here of labels of the same pattern and bearing the same trade mark, but of a different colour or crossed in bold letters, like a cheque, with a distinct and plain superscription "bottled in Denmark," so that all consumers can at once see and note the difference, or perhaps better still have entirely different labels for original bottling and that from cask like well-known brandy shippers (Martells and Hennessy). Too many labels are sent with a cask of whisky, and a further abuse arises from the refilling of bottles, on which the label has remained unsoiled. I am informed that some of the cheaper firms keep a collection of labels and supply any number of different whiskies out of the same cask. It only requires care and attention to stop this abuse, and a more careful control in bottling whisky shipped in casks.

The British Vice-Consul sends the following information regarding the port of Aarhus, and some statistics as to exports and imports during 1900.

The harbour is being gradually deepened and very soon a depth of 23 feet will be obtained. Increased warehouse accommodation is contemplated. The harbour dues are most moderate in comparison with other Danish ports, and everything is being done to help ship-owners, and great attention is being paid to the clearing of vessels. Trade in every department is flourishing, and the increase of its population from 34,000 in 1890 to 52,000 at the present time may also be said to be a sign of prosperity.

The following tables show the different exports and imports from Aarhus for 1900:—

EXPORTS to Foreign Countries during the Year 1900.

Articles.						Quantity.
Eggs	..	..	..	..	Scores	4,468,900
Cattle	..	..	..	..	Number	5,810
Bacon	..	..	..	..	Tons	1,220
Barley, rye, wheat, &c...					"	1,740
Old iron	..	..	..	..	"	1,810
Butter	..	..	..	..	"	4,200

IMPORTS from Foreign Countries during the Year 1900.

Articles.		Quantity.
Manures, superphosphates, &c.	Tons ..	10,200
Bran	" ..	5,900
Oil-cake	" ..	63,000
Spirits, wines ..	Gallons ..	7,800
Glass goods	Tons ..	260
Coffee	" ..	425
Coals and coke ..	" ..	170,000
Oils, petroleum, &c. ..	" ..	10,400
Salt, &c.	" ..	1,600
Rice	" ..	805
Sugar, syrup, &c. ..	" ..	485
Wood, timber	Cubic feet ..	3,101,336
Barley, oats, rye, &c. ..	Tons ..	13,600
Maize	" ..	89,000
Ground corn	" ..	3,000

Tonnage of vessels.

The register tonnage of vessels entered during 1900 was 531,848 tons, of which 20 per cent. was British. Of these 318,236 tons were made up by vessels (principally Danish) coming from Danish ports, and of the remaining tonnage, 213,612 tons (foreign trade), about 50 per cent. were British.

The following tables show the various imports and exports to and from the port of Esbjerg for 1900, which have been compiled by the British Vice-Consul at that port.

Imports to Esbjerg during 1900.

IMPORTS.

Articles.		Quantity.
Artificial manures	Lbs. ..	12,107,412
Bran	" ..	2,493,090
Oil-cake	" ..	24,157,747
Corn	" ..	48,567,697
" ground	" ..	6,479,930
Oleo-margarine	" ..	460,231
Margarine	" ..	695,331
Salt and rock salt	" ..	3,641,859
Coal	Tons ..	73,183
Coke	" ..	527
Rice	Lbs. ..	121,415
Sugar	" ..	202,870
Coffee	" ..	187,890
Timber	Cubic feet ..	87,105
Oils, petroleum, &c. ..	Lbs. ..	2,020,760
Manufactures, glass, &c. ..	" ..	54,854

EXPORTS.

Articles.					Quantity.	
Pork	..	..	..	..	Lbs. ..	112,061,842
Meat	..	..	..	..	" ..	12,402,343
Butter	..	..	..	..	" ..	47,449,782
Eggs	..	..	..	..	Scores ..	5,126,878
Hides and skins	..	..	..	..	Lbs. ..	767,755
Fish	..	..	..	..	" ..	4,302,542
Milk and cream	..	..	..	..	" ..	110,157
Bags and bones	..	..	..	..	" ..	814,468
Grease	..	..	..	..	" ..	386,988
Sheep and lambs	..	..	..	..	Number ..	1,858
Cattle	..	..	..	..	" ..	16,454
Horses	..	..	..	..	" ..	37

The Anglo-Scandinavian Import and Export Association is not an independent trading concern and does not buy nor sell, except for the account of others, and was started in October, 1900. They state that many firms offer to supply them with goods, but that to import and re-sell goods for their own account would only prejudice them in the eyes of importing merchants, who would sooner or later look upon them as competitors and rivals in business. Their chief object is to be able to perform all the offices of a commercial traveller, but more efficiently and expeditiously than a representative sent out from the United Kingdom and at a much cheaper cost. There is no doubt that British manufacturers might do a far larger trade with Scandinavia than at present, but it is ridiculous to expect that British exporters will get a fair share of the Danish trade if they take no trouble to secure it. The Dane cannot be expected to go to the United Kingdom in search of the goods he wants, when Germans bring samples of them to his door. Could anything possibly be more striking than the following official record of commercial travellers coming to Denmark:—

Year.					Nationality.	
					German.	British.
1890	..	..	..	..	860	56
1891	..	..	..	..	870	65
1892	..	..	..	..	880	72
1893	..	..	..	..	882	66
1894	..	..	..	..	884	77
1895	..	..	..	..	927	75
1896	..	..	..	..	967	84
1897	..	..	..	..	1,048	73
1898	..	..	..	..	1,075	93
1899	..	..	..	..	1,096	95

Many German firms offer and invoice goods to Denmark in the local currency, weights, or measurements, duty paid, and

delivered to customer's warehouses, but the Association say that hitherto they have found it hopeless to induce British firms to adopt the same course, and that all they can do is to attach to each catalogue a printed or typed inset enabling buyers to see at a glance the approximate cost (in coinage and units familiar to them) of goods which are quoted, say, per lb. or per yard in London, Liverpool, or other British centres. Every care is taken to avoid mistakes, but no guarantee as to the accuracy of the estimates is given and no responsibility is incurred by the manufacturers. In exceptional cases where the buyer absolutely refuses to buy except at a "free-delivered" price, and the manufacturer or shipper declines to entertain any business except in sterling currency at factory or docks in the United Kingdom, the Association, if they see their way to do so, arrange to contract with the buyer for delivery of goods at a fixed through rate, including duty, freight, and all expenses from place of origin to buyer's warehouses or premises. This also entails no responsibility upon the manufacturer. Some of their other chief objects are as follows. Personal canvass of all chief importers in Copenhagen, distribution of price-lists, circulars, catalogues, and samples, translation into Danish of circulars, &c., appointment and supervision of local agents in the chief towns in Scandinavia, and collection of accounts. The Association also have their own bonded store in free warehouse buildings in Copenhagen, where all goods can be warehoused without paying duty until required for delivery in Denmark. Goods can also be held here in transit to Sweden, Norway, Finland, &c., charges being quite nominal. There are also show rooms and offices for travellers visiting Denmark.

Their offices are at 31, Harnegade, Copenhagen, and a branch office is being opened at Helsingborg, Sweden. The bankers are Julius Bendix, Copenhagen. Solicitors, Messrs. Octavius and Olf Hansen, 2, Palais Gade, Copenhagen.

Bendix
bank.

For the purpose of simplifying the business relations of British manufacturers exporting to Denmark, the Bendix Bank has introduced the principle of sterling for sterling, which obviates all loss on exchange and many tedious and annoying calculations. For all drafts drawn in pounds sterling on Copenhagen, sent to Bendix for collection a remittance on London for the same amount in sterling is returned immediately after payment subject only to a deduction of a fixed charge of 6*d.* per draft, plus $\frac{1}{8}$ per cent. commission.

For instance, for a draft of 50*l.* on Copenhagen remitted to Bendix Bank for collection, the drawer promptly receives 50*l.*, less collection charge, 6*d.*, and $\frac{1}{8}$ per cent. commission, 1*s.* 3*d.* (1*s.* 9*d.*), net proceeds at sight on London, 49*s.* 18*s.* 3*d.* This renders the collection of money due in Copenhagen just as simple as the collection of country cheques in the United Kingdom. For the Danish provinces, Norway, and Sweden, the charges are $\frac{1}{4}$ per cent. and 1*s.* per draft.

Imitation of
British goods,
&c.

I would most earnestly call the attention of all those commercially interested, and who export goods, &c., to Denmark to

the increasing abuse of imitating labels, bottles, &c., which most objectionable process seems to be taken very little notice of by exporters. It is only within the last few months that two cases have come to my notice, and although the matter was reported, and assistance was offered to stop this imitation and prosecute the parties in question, nothing further has been done. The Danish law is, no doubt, not so severe as it is in the United Kingdom for this offence, but at the same time, in these days of keen competition, one can hardly believe that it is of no importance to British exporters. By not taking action against the parties who perpetrate this abuse, an incentive is given to others to do the same. Whilst speaking on this point, I would urge how necessary it is for all exporters and those connected with the export trade to Denmark to see that their trade-marks and designs are properly registered here. It must always be remembered that British goods on account of their superior quality, &c., are more liable to be copied and imitated than the produce of other countries. The cost is very small, and only amounts to about 5*l.*, including all fees, and I would again say, as I did in my last Report for 1899, that if all those interested will apply to me, I will give them all possible information and assistance. Finally, there is not the slightest doubt but that the registration of trade-marks would be and is the greatest deterrent to the imitation of goods.

Registration
of trade
marks.

Cost of
registration.

The following is a short extract taken from the "Danish Export Review" for September, 1900, concerning the Industrial Congress. On July 31 a meeting of manufacturers of the three Scandinavian countries was opened at Copenhagen. This Congress is the seventh Danish conference of this kind, and the third Scandinavian. One of the motives for holding this Congress was a desire to take advantage of the closing of the old century so as to obtain a comprehensive survey of what handicraft and industry had accomplished in Denmark in the direction and by the aid of organisation. The movement commenced first in the towns, and now it is said there is not a single town of any importance in Denmark which has not at least one, generally two, such industrial associations or trades unions. It was in 1874 that the first trade union was established, and the name given to it was the "Central Union," and it was started in Jutland, and from this so to speak unions of the same trade of individual provinces have again combined together to form a Common Union for the whole country. All these individual elements, which in the main possessed common interests and had common objects in view, united in 1879 to form a single large association called "The Common Representation of Danish Industry and Handicrafts," which numbers 207 associations and 41,600 members. It has taken great interest in technical schools, and also has been of great assistance to artizans; it was chiefly instrumental in establishing in 1899, "The Danish Employers and Masters Association," which numbers about 8,000 members, and whose main object is to obtain a representation of employers which may

Industrial
Congress at
Copenhagen.

hold its own against the representatives of the Danish Workmen's Trade Union, and further, that when a law of January 7, 1898, compelled employers in certain branches of industry to insure their workmen against accidents, the "Common Representation" in conjunction with the "Employers' Association" took the initiative towards establishing a company, "The Employers' Accident Insurance Company," which commenced business on January 1, 1899.

**Paper
manufacture]
in Denmark.**

For many years Denmark has manufactured paper, and has paid a great deal of attention to its manufacture, besides having spent large sums on machinery and mills. In a most interesting article in the "Danish Export Review," the progress is traced from many years ago up to the present time. The demand for all kinds of paper appears to have increased more rapidly during 1844 than the production, but it was not till about 30 years ago that one new enterprise succeeded another, so that in 1874 there were seven manufactories at work. These caused an over-production and large competition, so that both the old and the new mills found themselves in a very precarious economical position, and created much consternation amongst bankers and financial men, who, in 1889, formed quite a new and large company called "The United Paper Manufactories," with a capital of 3,000,000 kr. (167,000*l.*) in shares, and 1,500,000 kr. (88,000*l.*) in bonds, and took over manufactories with 11 paper machines. All the mills, &c., owned by this company are at the present moment equipped with the latest machinery, and manufacture every kind of paper from writing to packing. The company during the 10 years it has existed has paid a dividend of 6 per cent. to its shareholders, and has a considerable reserve fund. Their chief market is principally in Denmark, but they also export largely to the United Kingdom and France.

**Firm of
Burmeister
and Wain,
Ltd., engineers
and ship-
builders.**

In a previous commercial report of mine I mentioned the firm of Burmeister and Wain, Ltd., and its capabilities, but in "The Danish Export Review" for May, 1900, some very interesting information is given, and the following is a short extract:—The firm was founded in 1846, but so rapid was its development that in 1872 a joint stock company was formed and supported by most of the prominent members of the Copenhagen Stock Exchange. 6,000,000 kr. (333,000*l.*) was subscribed, and at the present moment the capital of the company amounts to 8,000,000 kr. (444,000*l.*). The extension of the port of Copenhagen entailed the formation of Rafshale Island, which was secured by the Company, and here has arisen in every respect a first-class ship-building yard, with four building slips, dry dock, 470' x 76' x 24', said to be the largest in Scandinavia, large repairing workshops, with all the most modern and latest machinery. The company employs over 2,000 hands. Its works cover an area of 15 acres, which are worked by electric power, and its situation is most advantageous, as it is close to the entrance of the port of Copenhagen, and is easily accessible from the sea. In its factory at Christianshaven are the company's large

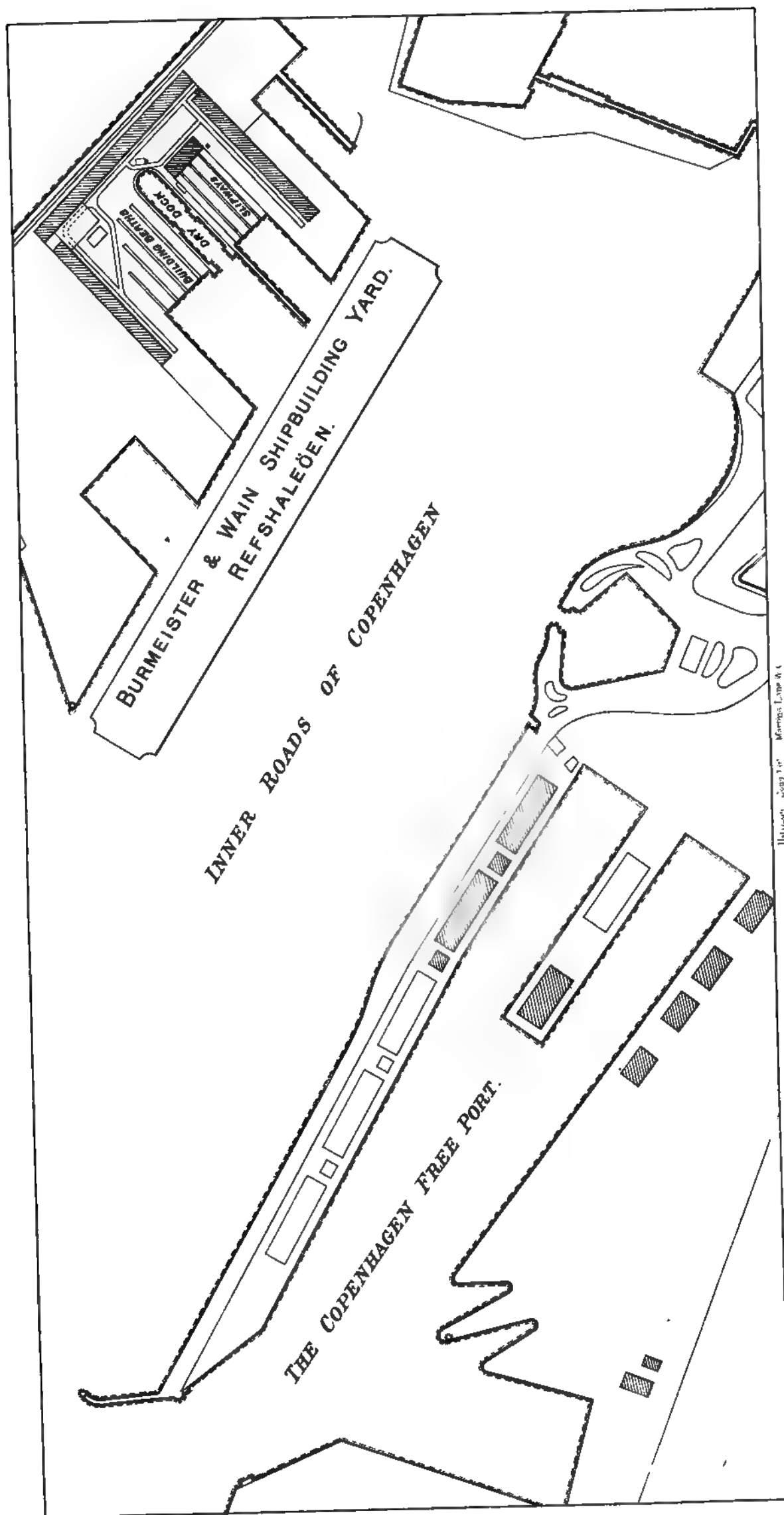


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engine shops, iron foundry, steel foundry, hydraulic forge, &c., the whole worked by electricity. In this department are constructed besides steam engines of all sizes, boilers, pumping plant, cream separators, motors, ice-making machines, &c. The firm seem to have made the standard types of triple expansion and compound engines a special production, which are suitable for all electric lighting and tramways, and they are used in all the electric stations in Copenhagen and the suburbs, also in St. Petersburg, Malaga, Bahia, and Bangkok. It is impossible to enter into a more detailed description of the many fine specimens of vessels, &c., built by this company, but repairs to vessels appear to be attended to before all other business, and can, as I know, be executed in a very short time, and at prices which will compare most favourably with those for the same work abroad. The managing-director is Commodore Nielsen, formerly for many years the director of the Danish Royal Dockyard, and the management of the special departments is in the hands of able and technical experts, which ensures that all work done is of the highest quality.

I attach a small plan of the firm's shipbuilding yard, showing its position, &c.

The East Asiatic Company has during 1900, in spite of great difficulties in China, and the high prices of coal had a very successful and profitable year as regards trade, and the profit is said to be 515,000*l.*, of which 33,000*l.* was derived from its trade in Bangkok and Copenhagen, and 482,000*l.* from freights. The company was engaged by the Russian Government for transport of troops, grain, &c., from the Baltic and Black Sea ports to East Asia, and these engagements by the company are said to have given entire satisfaction. When these contracts were made the company's own steamers were on the voyage out to the East, and so were excluded from taking part in these movements. It was therefore necessary to charter foreign vessels, for which very high rates were asked and paid, as an increase in freight took place shortly after the contracts were negotiated. A considerable portion of the large amounts which were paid in this manner were, however, earned by other Danish steamers which had been chartered. The high prices paid for coal, the plague, and the difficulties in China have had an unlucky influence on the net result, which, however, must be said to be satisfactory in spite of these drawbacks. The high discount was also inconvenient, especially at the beginning of 1900, before the share capital was doubled later on in July.

The company has also contracted with different firms for the following new vessels to be laid down. A steam lighter of about 700 tons dead-weight for use at Bangkok, a steamer of 2,100 tons to be built at Copenhagen, and another steamer of 2,600 tons for use in East Asiatic waters in connection with the company's local trade there which is going to be built in Scotland. Also two steamers of about 7,000 tons each are to be built, one at Kiel and one at Flensburg for the service from Copenhagen to the Far

	East. The three first are to be delivered during 1901, and the two large steamers of 7,000 tons each in April and May, 1902.
Offices, &c., at Shanghai.	During 1900 the company has acquired its own premises, &c., in Shanghai, also ground for erection of warehouses, wharves, mooring, and otherwise, but these will be considerably increased when matters in China have settled down, it is said.
Offices, &c., at Bangkok.	In Bangkok the company has also its own offices, sheds, wharves, &c. Last July (1900) the share capital of the company was doubled, so that it is now about 400,000 <i>l</i> . The new shares carry the same dividend as the old, viz., 10½ per cent., of which 8 per cent. was divided amongst the shareholders, whilst 14,700 <i>l</i> . were placed to the reserve fund which is now stated to be about 27,800 <i>l</i> .
Value of shares, &c.	
The United Steamship Company. Number of vessels.	During the 30 years since the United Steamship Company was started, its development has gradually increased and it is now by far the largest company in Scandinavia. Its fleet consisted in 1880, of 57 vessels, tonnage 17,546; in 1885, 83 vessels, tonnage 31,934; in 1890, 104 vessels, tonnage 44,465; in 1895, 111 vessels, tonnage 51,961; in 1900, 123 vessels and 12 lighters, 76,950 tons net.
Capital of company.	The capital of the company at the end of 1900 is stated to be 1,000,000 <i>l</i> ., and the average annual dividends paid to its shareholders during the last 30 years has been about 7½ per cent.
New vessels building.	70 vessels are employed in the foreign trade, 28 vessels in home trade, and 18 to British ports, which carry agricultural produce mostly. A new vessel is being built for this latter trade called "T. C. Lacour" of 1,525 tons. Another large steamer is also being built by Alec. Stephen and Sons, Limited, at Govan, to run to New York for passenger and emigrant trade, which is to be of 10,000 tons gross, speed to be 16 knots, and accommodation is to be provided for 81 first-class passengers, 60 second-class, and 700 steerage. Length, 500 feet; breadth, 58 feet; depth, 40 feet 9 inches; draught, 25 feet 6 inches; carrying capacity 7,445 tons, including bunker coals.
Free Port at Copenhagen.	During 1900 the company gave up their coast trade to Elsinore and Malmo. In my commercial report for 1899, I mentioned that various new warehouses and other extensive buildings were being erected in the Free Port, and these are now nearly completed, the largest of which is a new silo warehouse. Traffic in all departments has increased, and the following small table will show to some extent what business was done in 1900:—

STEAMERS and Sailing Vessels to and from Free Harbour.

ENTERED.

	Number of Vessels.	Tonnage.	Weight of Cargo (Tons).
Steamers from foreign countries ..	597	527,579	299,681
Of which British	82	99,789	78,530
Sailing ships from foreign countries..	328	32,877	27,303
Steamers from home ports	135	67,420	28,603
Sailing ships from home ports ..	1,737	84,749	22,046

CLEARED.

	Number of Vessels.	Tonnage.	Weight of Cargo (Tons).
Steamers going to foreign countries ..	624	517,695	41,562
Sailing ships going to foreign countries	572	39,245	18,765
Steamers to home ports	120	78,385	1,269
Sailing ships to home ports	1,475	77,640	34,974

TRADE in Principal Goods between Copenhagen Free Port and Foreign Countries during the Year 1900.

Articles.	Import from Foreign Countries.	Exports to Foreign Countries.
	Cwts.	Cwts.
Maize	2,624,700	266,800
Ground corn	146,500	23,400
Other unground corn ..	348,700	66,500
Oil-cake	874,600	145,200
Bran	806,900	82,300
Coffee	218,900	44,100
Lard and oleomargarine ..	82,700	3,500
Cotton	139,800	81,700

I would again wish to call attention to the privilege which Warrants. the Free Port has and also the power of issuing warrants in accordance with the Warrant Act of March 3, 1894. Such warrants are negotiable at all exchanges, &c., and copies of the Act can always be obtained at the office of the "Danish Export Review," Slotsholmsgade, Copenhagen.

As mentioned under the heading of maize, the Free Port Rates authorities on November 1, 1900, lowered their rates for storing, lowered. forwarding, and discharging grain and feeding-stuffs.

On the middle mole at the silo granary a grain elevator of Elevators. 120 tons capacity per hour was erected in August, 1900, and there will very soon be another with 150 tons capacity, while again on the west quay still a third is being put up, having

a capacity of 200 tons. It is intended in the future to discharge as far as is possible all grain by means of these elevators, and in this way vessels can be very quickly discharged at the lowest rates. Copies of these tariffs can always be obtained by application to this office. The Free Port Company has come to an agreement, so I am informed, with importers that they can discharge as quickly as possible without waiting for consignee's orders. If it is necessary to work after the ordinary hours there is an additional charge of $3\frac{1}{2}\%$ per ton.

Annex A.—TABLE showing Quantity of Imports of Principal Articles of Consumption during the Year 1900.

Articles.		Total Imports.	Consumed in the Country.
Wine	Gallons ..	1,612,500	914,600
Spirits	" ..	670,000	310,400
Beer	" ..	29,200	27,100
Dried and salted fish	Cwts... ..	290,200	149,400
Fruits	" ..	264,300	184,100
Spices	" ..	30,100	16,500
Cocoa and manufactures thereof	" ..	20,100	17,200
Coffee and coffee surrogates ..	" ..	383,400	195,200
Rice	" ..	520,500	140,500
Sago, &c.	" ..	79,000	42,600
Sugar and candy	" ..	678,900	596,700
Molasses and syrup	" ..	106,000	39,000
Tea	" ..	14,900	9,100
Tobacco, unmanufactured ..	" ..	89,100	83,600
" manufactured	" ..	9,800	8,100
Petroleum	" ..	958,700	816,100
All other oils	" ..	218,300	85,700
Salt	" ..	814,300	762,400

Annex B.—TABLE showing Value of the Principal Articles of Import and Export during the Year 1900.

Articles.	Value.	
	Imports.	Exports.
	£	£
Live animals	187,778	1,211,687
Estables, meat, &c.	1,860,556	11,985,000
Grain and pulse—		
Unground	2,987,778	885,556
Ground	270,000	42,778
Manufactures of grain	180,000	50,556
Feeding stuff	2,158,778	58,833
Fruits, sugar, colonials, tobacco, &c.	1,668,889	62,778
Spirits and other drinkables	211,111	37,222
Spinning materials	378,889	97,222
Yarn and thread	748,333	8,333
Dry goods	2,243,889	31,111
Hairs, feathers, skins, &c.	637,222	509,444
Manufactures of above	392,222	18,889
Tallow, oil, tar, and rubber	429,444	70,556
Manufactures of above	194,444	7,778
Wooden goods, unmanufactured and manu- factured	1,849,444	2,778
Dyes, colours, colour extracts, &c.	113,889	10,556
Different plant stuff	161,667	12,778
Paper and manufactures thereof	192,222	19,444
Other manufactures of plants	31,667	8,333
Raw minerals	2,723,889	134,444
Manufactures of above	379,444	46,111
Metals raw and worked	2,231,111	215,556
Ships	278,889	304,444
All other goods, included in which are goods of the above classes, but which are of less importance	980,000	150,556
Total	23,021,555	15,567,223

When dealing with trade and commercial statistics in Denmark Agriculture. it is only natural that one should speak of agriculture, which is Denmark's chief industry. Out of 14,000 square miles, 10,400 square miles are given up to agriculture.

The year 1900 has been an average year, and all farmers have worked hard to make profits and expenses balance, and from official and statistical reports, failures of farmers have been comparatively few, and hardly any have been obliged to throw up their farms. High rates of interest and low rates for bonds has caused, no doubt, some difficulty, but the financial status of farmers all through the country cannot be said to be bad, as hard times in former years have taught them to be economical, and if a few prosperous years would come, everything as regards agriculture would no doubt be most satisfactory.

The most striking illustration of the development of agriculture is shown by the existence of about 1,200 co-operative dairies and 35 swine slaughter-houses, 25 of which are co-operative.

This principle of co-operation has much significant value, and is the real difference between the Danish farmer and his brother farmers in the United Kingdom, as the former has discovered the financial benefit which all co-operation worked on a sound basis brings to him.

Harvest of
1900.

The crop during 1900 may be put down as a very good average, only grass and clover were moderate, whilst all grain, beets, &c., were above the average of former years. The winter season was about normal, but as spring was later, sowing operations were delayed to some extent. Snow fell in the north of Jutland in the beginning of May, and no improvement in the weather appeared before the end of June, too late to save the clover crop. In Falster there were very heavy hail storms, which did much damage, but the yield of grain of all sorts and beet can be said to have been good. The quality of the grain, however, was hardly up to the average of other years, and was more used for fodder and feeding purposes as the price was low, and maize and other feeding stuffs were expensive, in fact, the former was higher in price than for many years.

The weather during 1900 was perfectly normal, and the rainfall and temperature was on the average of the last 30 years, so that I think, taking everything into consideration, and considering all circumstances, the harvest was a fair average.

The following table shows the value of the different crops during 1900 :—

Crops.				Quantity.	Value.	Percentage.
					£	
Wheat	..	..	Bushels	3,468,940	532,106	3.00
Rye	..	..	"	19,207,271	2,733,285	15.39
Barley	..	..	"	21,973,283	2,960,344	16.67
Oats	..	..	"	38,820,397	3,883,902	21.88
Mixed seeds	..	..	"	11,090,125	1,235,342	6.96
Buckwheat	..	..	"	449,467	64,860	0.37
Beans and peas	..	..	"	869,370	64,906	0.37
Potatoes	..	..	"	22,458,182	1,188,088	6.41
Beetroots	..	..	Cwts.	7,642,559	331,177	1.86
Chicory	..	..	"	203,590	14,138	0.03
Carrots	..	..	Bushels	9,318,215	157,166	0.88
Red beets	..	..	"	62,217,168	1,044,823	5.89
Fodder	..	..	"	68,899,312	777,017	4.38
Colza..	..	..	"	24,263	0,572	0.04
Hops..	..	..	Cwts.	4,683	13,008	0.07
Tobacco	..	..	"	3,339	3,803	0.02
Clover	..	..	"	13,186,700	1,432,935	8.07
Hay	..	..	"	12,331,180	1,360,817	7.66
Total..	..	..	..	..	17,754,289	100.00

It will be noticed that the value was almost the same as in 1899, which was 17,692,022*l*. To the total value of the crop may be added the value of straw which during 1900 amounted to 3,126,878*l*. (57,261,190 cwts.).

The following table shows the average prices of corn in Copen- Prices of
hagen for the last five years:— corn.

Year.	Per Cwt.			
	Wheat.	Rye.	Barley.	Oats.
	Kr. öre.	Kr. öre.	Kr. öre.	Kr. öre.
1896	5 45	4 2	4 68	4 59
1897	6 25	4 31	4 91	5 44
1898	7 24	5 24	5 34	5 77
1899	5 49	5 33	5 22	5 01
1900	5 25	5 13	5 24	5 24

NOTE.—1 kroner = 100 öre ; 1s. = 90 öre.

The prices of barley, which taken on an average were higher than in 1899, were very low at the end of 1900, and this was especially the case in malting barley, and producers of this grain suffered heavy losses.

Prices for wheat bran, palm cake, linseed cake, rape cake, and sunflower cake were about the same as in 1899, but cotton-seed cake was 10 per cent. higher, and maize about 18 per cent. higher. The following table shows prices for feeding stuffs per cwt. during the last four years:— Prices, &c., of
feeding stuffs.

Year.	Per Cwt.						
	Wheat Bran.	Palm Cake.	Linseed Cake.	Rape Cake.	Cotton-seed Cake.	Sunflower Cake.	Maize.
	Kr. öre.	Kr. öre.	Kr. öre.	Kr. öre.	Kr. öre.	Kr. öre.	Kr. öre.
1897... ..	4 56	5 05	5 58	5 98	5 13	5 43	3 45
1898... ..	4 55	5 41	6 34	6 76	5 17	5 69	3 99
1899... ..	5 2	5 59	6 23	6 81	5 24	5 44	4 2
1900... ..	5 3	5 60	6 74	6 10	5 95	5 63	4 47

NOTE.—1 kroner = 100 öre ; 1s. = 90 öre.

When examining the prices farmers obtained during 1900 for their export productions, it may be observed that these had generally increased. Prices of
agricultural
export
articles.

The average butter quotations at Copenhagen have been much the same as during 1899, namely 96 öre per Danish lb., but the British statistics and market quotations show, however, that a price of 2 öre more per lb. than in 1899 has been paid, and that 1,611,000 cwts. was imported against 1,550,000 cwts. in 1899, and according to these statistics Denmark should have made 472,000/. more for butter exported to England in 1900 than in the previous year. Butter.

TABLE showing the Demand for Danish Butter on the English Market for 1897-1900, the Prices being the Weekly Quotations from the Copenhagen Chamber of Commerce for Choicest Butter, per Danish lb.

Month.	Prices.			
	1900.	1899.	1898.	1897.
	Öre.	Öre.	Öre.	Öre.
January.. ..	98	96	92½	97½
February	94	95	94	93½
March	89½	95½	91½	89
April	88	87½	84½	83½
May	87½	81½	77½	79½
June	92	81½	76	79½
July	92	88	74½	82
August	100½	100	80	88½
September	99	110½	91½	96
October	100½	110½	99½	93
November	104½	101	99	97½
December	106½	104	104	97
Average for year ..	96	96	83½	89½

NOTE.—1s. = 90 öre; 1 cwt. = 101½ Danish lbs.

Bacon.

Danish bacon obtained higher prices on the British market during 1900 than in 1899. The London quotation was about 8½ öre (1½d.) per lb. higher than in 1899. The export to the United Kingdom went down from 1,320,000 cwts. in 1899, to 1,186,000 cwts. in 1900, but in spite of this the value increased about 55,000l., from 1,640,000l. in 1899, to 1,695,000l. during 1900.

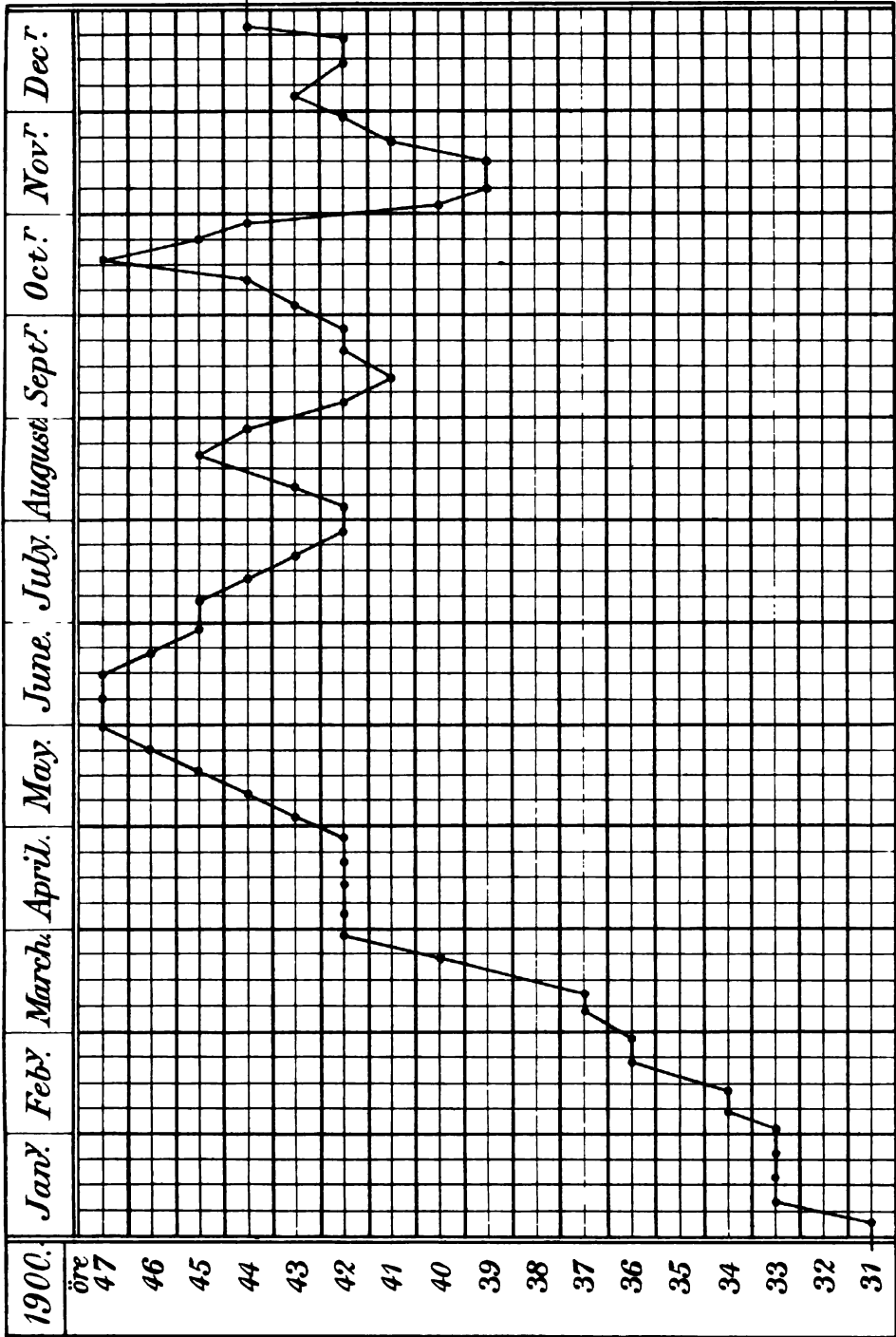
The accompanying chart shows the Danish bacon quotations during 1900.

Eggs.

The export of Danish eggs increased in value by about ½d. per score. It amounted during 1900 to 14,750,000 score, whilst during 1899 it was 13,600,000 score. The increase in value over 1899 was, in 1900, 111,000l., and value being 931,000l., in 1899 it was only 820,000l.

The quality and price of Danish butter, eggs, and bacon in British markets increases year by year. Formerly, Danish butter fetched ½d. more per lb. than Australian butter, but in 1900 it has increased to 1½d., and in the same way the difference in price between Canadian and Danish bacon has increased from ½d. to 1½d. per lb. Danish eggs also sell at the same price as French eggs on the British market, and no one who examines these prices can say but that it is due to the care and attention paid to all agricultural produce by Danish farmers, who do everything that is possible to improve the quality of their productions, knowing that when foreign markets are dull, preference is given to the best of everything, and that, therefore, it is to their advantage to keep up the high standard of their butter, bacon, &c.

QUOTATIONS FOR BACON IN DENMARK IN 1900.



Note 1/- - 90 öre.

1900. 7/1901. 000)

Offals.

Method for
opening
ream.

Milking.

Agricultural
experiments.

Foot-and-
mouth
disease.

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